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OF THE

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April 1904.

All communications to be addressed to the Secretary, Royal Colonial Institute, Northumberland Avenue, London.

PROCEEDINGS.

FIFTH ORDINARY GENERAL MEETING.

The Fifth Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, March 15, 1904, when a Paper on ‘Notes on Some Canadian Questions of the Day” was read by J. G. Colmer, Esq., C.M.G.

The Right Hon. Lord Strathcona, G.C.M.G., a Vice-President of the Institute, presided.

Amongst those present were the following :—

Mr. and Mrs. E. T. Agius, Messrs. J. C. Agius, J. B. Akeroyd, R. E. Allport, Mrs. Robert Allport, Miss L. Allport, Messrs. W. Herbert Anderson, E. T. Bailey, H. R. Beeton, H. J. Michell Birkett, Miss L. Black, Messrs. G. H. Bland, R. C. Bowie, E. J. Brazier, Mr. and Mrs. James Buckland, Messrs. J. Chalmers, D. G. Chichester, Rev. H. N. Collier, Mr. R. C. Cleghorn, Mr. and Mrs. J. Coates, Mrs. and Miss Colmer, Messrs. A. R. Colquhoun, W. F. Courthope, J. M. Courtney, C.M.G., I.S.O., Mrs. Courtney, Mrs. J. S. Crosse, Mr. and Mrs. H. J. Crowe, Mr. W. Cullingworth, Mr. and Mrs. Granville Cuningham, Messrs. E. Darbyshire, J. R. Darbyshire, C. Darrell, J. H. Davenport, W. E. Davidson, C.M.G., Capt. G. M.

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The Minutes of the Last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 13 Fellows had been elected, viz., 5 Resident and 8 Non-Resident.

Resident Fellows :—

Samuel P. Braun, A. Forrest Harper, Walter A. Judd, William Forbes Laurie, Edwin A. Pratt.

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Charles H. Chomley (*Victoria*), *William S. Harvey* (*Sierra Leone*), *David J. Kennelly, K.C.* (*Nova Scotia*), *Donald Obeyesèkere, B.A.* (*Ceylon*), *A. St. Clair* (*Cape Colony*), *Charles P. Skerrett* (*New Zealand*), *Mark C. Steedman* (*Gold Coast Colony*), *Arthur H. Unwin* (*Southern Nigeria*).

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The Chairman: I know from experience that whatever my friend Mr. Colmer does he does well; and there are very few indeed who have given such close attention to Canada, and to matters pertaining to Canada, as he has. For twenty-three years he was in the High Commissioner's office, and for a large portion of that time as Secretary. There are few either here, or in Canada, connected with the service of the Government who have done or can do better work.

Mr. J. G. Colmer then read his Paper on

NOTES ON SOME CANADIAN QUESTIONS OF THE DAY.

It was my privilege to read a Paper on Canada at a meeting of the Royal Colonial Institute some years ago,[1] and I deem it an honour to again have the opportunity of addressing you.

It is impossible to be associated with Canada and Canadians without being impressed with the resources and capabilities of the Dominion, and the future that is before it. To endeavour to make it better known, and to take even a small part in its progress and development, follow as a natural course. Although no longer connected with the Civil Service, I hope to be able to utilise much of any spare time I may have in that occupation, and to be still of some little use to the country, for which I have a sincere affection.

The interest taken by the Institute and its Fellows in everything pertaining to Canada, and its well-being, in common with the other countries that make up our Empire, is recognised, and much appreciated in the Dominion. It has been consistent and persistent in its endeavours to give a proper appreciation and knowledge of the extent and importance of the Empire, of the inestimable value of the heritage which is being handed down, generation by generation, to British subjects, wherever they may live, and of the responsibilities which such enormous possessions carry with them. If we are beginning to "think Imperially," to use the expression of Mr. Chamberlain, the result is owing, to no small extent, to the efforts of the Royal Colonial Institute. Although the membership is large, it is nothing like so numerous as it should be, and I venture to suggest that our Canadian Fellows might do something more than they have done in the past, to bring about a considerable addition to the number of non-resident members, and also to induce more of the rapidly increasing Anglo-Canadian community to join its ranks. I understand that, out of 2,971 non-resident fellows, over 1,000 belong to South Africa, 800 to Australia and New Zealand, and only 115 to Canada.

So many papers have been read on Canada at these gatherings, that when I accepted the invitation of the Council I hardly realised the difficulty in which I was placing myself, especially as many of you know as much about the subject as those who have the temerity to contribute to your proceedings. But, one feels, in speaking to the Fellows of the Institute, that one is also reaching a wider and not so well informed an audience, thanks to the publicity the proceedings receive; that seed is being sown more or less broadcast, which may give returns in quarters where it is least expected, and that, in any case, it serves to keep the objects of the Institute before the public. I have therefore been tempted to place before you some notes on a few of the questions that are attracting attention in the Dominion, and that are likely also to equally interest people at home. I say "at home," because Canadians regard the United Kingdom as their Motherland, and as their home; and I hope and believe that all our fellow-British subjects outside these Islands will continue to give expression to their loyalty and to their affection in that way. As long as they do so we may be assured that the Empire is progressing upon proper lines.

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[1] January 12, 1886. "The Recent and Prospective Development of Canada," *Proceedings, Royal Colonial Institute*, vol. xxii. p. 106.

The matters to which I shall refer have more or less relation to the development of the Dominion, but at the same time they all have a bearing on broad Imperial questions. It is a source of regret that our newspapers are not able—I do not like to say are not willing—to devote more space to Colonial affairs. Such information would certainly be as interesting, to say the least, as a good deal of that which is placed before us at breakfast and after dinner. We must be more closely associated with the Colonies in the future if the Empire is to be maintained and developed as we all desire; and the more we are able to realise and understand the aspirations of our fellow-subjects beyond the seas, the better prepared we shall be for that closer union which all of us believe to be inevitable, and so desirable. There has been considerable improvement in this respect in recent years; but it will certainly aid a better mutual understanding, when the newspapers of the Colonies and those of the Mother Country can be more freely interchanged at lower postal rates than at present. This proposed reform seems a very simple thing to most of us; and when it is carried into effect, which will assuredly be done sooner or later, it will probably be arranged with so much ease and so little fuss, that everybody will wonder why it was not adopted before.

It is not unnatural that the question of immigration should be considered of the first importance in Canada. The Canadians are a people limited in numbers at present, but with an unlimited belief in the future of their country. To justify their faith it is only necessary to state that while the population is not as large as that of London, they have a territory nearly as extensive as that of the United States, and almost equal in area to that of Europe. They realise that their millions of acres of fertile land, if they are to represent their full value, must be occupied and cultivated—the homes of a teeming population of producers and consumers.

You all know that Canada has immense natural advantages. It has a splendid climate. Notwithstanding some recent vagaries, it is infinitely superior, Canadians say, to our own, of which, by the way, we are not always able to speak very respectfully. Everything that is grown here in the way of farm crops and fruit is produced there and grapes, melons, peaches and tomatoes ripen in the open air. Canada has reason to be proud of her flocks and herds, which are numerous, vigorous, and healthy, and large numbers are exported annually to Great Britain. Although they were prohibited free entry into this country twelve years ago, on the suspicion that contagious disease existed among some of the arrivals, and the restriction has never been removed, time has proved beyond question that the suspicion was absolutely without foundation. Its dairy products have taken a prominent position in our markets. More cheese is imported from Canada than from all the rest of the world put together. The quantity of butter received is yearly advancing. Its bacon, egg and poultry exports have also been growing rapidly. The fisheries are abundant and profitable, and are only in the early stages of their development. The forests are among the largest in the world, and will be a source of wealth for a long time if they are properly conserved. There are few countries that can compare with Canada in its deposits of minerals, which have hardly yet been exploited. Considering the abundant supplies of timber, metals and minerals of all kinds, including coal and iron, its splendid water power, and railway and water communication, and its favourable geographical position, one does not require a vivid imagination to realise the position the manufacturing industry is bound to take in the future. The figures of the 1901 Census, published recently, demonstrate the progress in that direction in the previous ten years. The country has all the advantages that have contributed to build up the United Kingdom and the United States, and possibly possesses them to an even greater degree.

It is easy to prove that Canada has many attractions for the capitalist, and for the manufacturer and business man with some capital; and offers chances just as great to the agriculturist with some means, and to the working-man and working-woman. The farmer with a family, who may be disinclined to face life in the newer communities in the West, can obtain an improved farm there or in any of the Provinces at a comparatively small cost. These holdings will compare not unfavourably in their surroundings with many in the United Kingdom. There are abundant railway facilities, the educational advantages are considerable, and from the social point of view the life is all that can be desired. It is to Manitoba and the North-West, however, that the great bulk of the immigration is making its way. Free grants of 160 acres of the most fertile land may be secured by those who are in a position to start farming. In that part of Canada in the last few years, although only a very small portion of the land is occupied, from 100 to 150 millions of bushels of cereals of various kinds are raised annually. In the ordinary course of events it cannot be long before a sufficient quantity of wheat is produced there to supply all the requirements of the United Kingdom. In addition, it is especially suited for cattle-raising, and the flocks and herds are growing in number every year. Many parts are also admirably adapted for dairy farming; and, altogether, the outlook for the agricultural industry in all its branches is exceedingly promising. In British Columbia land may also be obtained on reasonable terms, and, both for mixed farming and for fruit growing, it offers many advantages to the hard-working and enterprising farmer. For farm-hands there is a great demand in all the Provinces. There are not nearly enough men of this most important class for the requirements, and the farmers experience the greatest difficulty in getting sufficient numbers of labourers to work the increasing area of land that is put under cultivation each year. Every man may become the owner of a farm, and many of the most successful agriculturists in the Dominion commenced life in that manner. In addition, the man with a family is able to give his children the best of education, and when the young people are ready to commence work they have a future before them that is hardly possible elsewhere. The prospects open to women are also numerous and promising, and perhaps I might add that the bachelors, especially in the West, are much more numerous than they ought to be. Domestic servants are at a premium. This is rather a delicate matter to mention, for the reason that some of the ladies who are present may feel tempted to tell me that a similar state of things prevails nearer home. There are several situations available for every person of that class who arrives. This not only applies to the cities and towns, but to the rural districts. The great expansion which is being witnessed in the manufacturing industries also requires an increasing supply of female workers. What I have stated is sufficient to show that Canadians are justified in inviting emigrants to go over and join them in their efforts to make the most of the benefits which Providence has bestowed upon the Dominion.

Up to the present time, it has had to contend with much misrepresentation and misapprehension in connection with emigration. Very little was known of the country at all for many years, and the knowledge, such as it might be, was often very inaccurate. It was overshadowed by the progress of the United States, and the industrial and general activity that prevailed there. Hundreds of thousands of settlers had gone to its great neighbour to the south before Canada was in a position to offer the lands of the prairies for occupation and settlement. They drew other people after them, for there is no colonisation agent as powerful as the successful settler. This was especially the case with emigrants from the Continent, and from Ireland; and the flow of population was certainly not encouraged by the assiduity with which exaggerated reports were formerly circulated of a considerable exodus from Canada to the United States. Still Emigration of the best kind has been making its way from the British Isles, and from Europe, to the different provinces, for many years past. That movement, and the continuous efforts of the Government of the Dominion, of the Canadian Pacific Railway Company, of the Grand Trunk Railway Company, and of the Steamship Companies, to keep Canada to the front; the immigration of the last few years from the United States, and the wonderful progress witnessed in recent times, are all now showing results, and it looks as though the stream of emigration had at last been turned in the direction of the Dominion. That it will continue is beyond question. It must be for the benefit of the whole Empire, and the day is rapidly coming nearer, I trust, when most of our emigrants will remain under the British flag.

It cannot be denied that until a few years ago comparatively little interest was shown in Canada and the Colonies, and their development, in the United Kingdom. As already stated, they received very little notice in the Press, although there has been recently a great change for the better in that respect. In the schools the text-books on such subjects are often—there are some exceptions—unworthy of the name. They give a very erroneous picture of Canada at any rate—its products, its people, its resources, and trade. They are out of date, and unsympathetic. In some of the great public schools geography has no place in the curriculum. It is not surprising in the circumstances that the rising generation should grow up knowing but little of the Colonies. If this is the case in these times, it is no wonder that in former days the people had still less knowledge of the kind. The High Commissioner for Canada, to whom I am grateful for presiding over this meeting to-night, has, with his usual energy and force, taken the matter in hand ; and as the result a Committee of officials of the Colonial and Education Offices is considering the question, in order to see whether a remedy cannot be applied. I am sure we all wish him success in his efforts. The Institute has also devoted considerable attention to the educational aspect of the case, and has exercised its powerful influence in promoting the teaching of Colonial subjects in the schools. On more than one occasion prizes have been offered for essays, with the best results, and the inadequate nature of the text-books that are generally in use has been brought to the notice of the Educational authorities in the United Kingdom, and of the Governments of the various Colonies. It has done much to bring about a better state of things, but a great deal has yet to be accomplished before we can rest satisfied.

It has been suggested that immigration from the United States and other foreign countries may be a source of danger in the future. There is little if any ground for such apprehensions. People who leave the lands of their birth, and go elsewhere, are actuated by self-interest, rather than by political motives. Foreigners must become British subjects before they can obtain titles to Government land, and before they are entitled to exercise political privileges. Experience in the Dominion shows that such people are most jealous of the privileges they acquire, and also that the second generation become as good subjects of His Majesty as if their ancestors had always lived under British institutions. There is no fear that the Empire will be imperilled by the foreign immigration that is taking place. At the same time Canadians would rather welcome their own kith and kin in larger numbers. But there is room for all.

It seems a pity that a question so important from an Imperial standpoint as emigration should have received so little attention in times gone by. Canada is doing excellent service in endeavouring to attract people to its fresh fields and pastures new. The Imperial Government has been engaged for some years past in giving information of the kind to those who desire it. Various philanthropic organisations are also devoting time and money to emigration. On the other hand, in the United Kingdom millions of money are spent every year for the support, one might almost say for the encouragement, of pauperism. We have the spectacle of more labour being available than is required, of a movement of people from the country to the towns, of surplus labour in places where it is not needed. The condition of the agricultural industry is also well known. In Canada, there is a demand for willing hands and willing hearts that cannot be filled. But there is no co-operation, no systematic effort to make the surplus labour of one part of the Empire available for the deficiency of the others. What is wanted is some organisation which will furnish proper information, of the best and most disinterested character, to intending emigrants, give them direction as to the most suitable Colonies to which to proceed, arrange for the exercise of some supervision at their destinations, for a time, and perhaps advance money, on a commercial basis and under proper restrictions, to enable them to make the most of the opportunities that are offered. Naturally there are difficulties in the way of such a proposal, but if arranged on proper lines, with the assistance and support of the different parts of the Empire, it could not fail to be attended with the best results and keep our people under our own flag. Emigration for the United Kingdom, and immigration for the Colonies, are questions that cannot be kept in the background. It is the leading topic of discussion in South Africa, the Australian Government is beginning to wake up to its necessity—so far as they are concerned, they have kept it in the background too long—and it is the problem of the day in Canada. The sooner the urgency of the matter is properly recognised, and it is brought within the region of practical politics, the better it will be for the Empire.

While population is necessary for the development of the country, capital is also required. There are many opportunities for the investment of money which only need to be properly known to receive the attention they merit. It is wanted for the exploitation of its mineral wealth, and for the hundred and one industries that are possible in Canada, having regard to the magnitude and extent of its resources. A good deal is being provided locally, and out of the profits of existing enterprises, more is forthcoming from American channels, and still more is needed. But what Canadians desire is that their individual kith and kin should take a greater interest in this question than they do at present. They would rather have English capital than American. They wish to see their fellow-subjects securing a larger stake in the Dominion than foreign countries. Some people may say that this industrial development is not good for British trade. That is a narrow and selfish argument. The more prosperous Canada is, the better customer she will be to the United Kingdom, and the more the country expands and develops the stronger must the Empire become. There is no difficulty in getting information on the subject. The Offices of the High Commissioner are brimming over with it. But what is suggested is that Englishmen, Irishmen, Scotchmen and Welshmen with money should visit Canada oftener than they do. They would then get to know the country personally, they would get their knowledge of its resources at first hand, and would find opportunities for investing capital in a manner very much to their advantage.

Next to immigration, commercial development is the question of absorbing interest. The trade of the Dominion has been advancing by leaps and bounds. There are not many statistics available in connection with the trade between the different provinces, but an idea may be formed of its extent and growth by the 42,500,000 tons of freight which were carried over the railways in 1902 as compared with the 22,000,000 tons in 1892. And the tonnage of vessels in the coasting trade and on the Lakes increased from 25,000,000 tons in 1892 to 40,600,000 tons in 1902. The imports for 1903 were valued at £46,756,000, as compared with £14,700,000 in 1868, the year after confederation. The exports were £43,000,000 as against £13,500,000 in 1868. Great Britain and the United States divide the greater part of the trade. The imports from the former consist chiefly of manufactured products, while from the latter they are either raw materials, which Great Britain does not export, or manufactured articles in which from the force of circumstances she is not able to compete. Of the exports, by far the greater proportion of the food supplies goes to the United Kingdom, and the United States is a large customer. There is also an increasing trade with various countries in Europe, with South America, with South Africa, China, Japan, and Australasia.

As the consequence of the expansion that has been witnessed in every direction in recent years, additional outlets for the products of the industries connected with the mines, fisheries, agriculture, lumbering and manufactures are becoming increasingly important. Under the auspices of the Government every endeavour is being made to widen the commercial influence of the Dominion. Its agents, who are generally men of business training and experience, are to be found in the United Kingdom, on the Continent, as well as in the West Indies, in Australia, and South Africa. Lord Strathcona has given much attention to stimulating the demand for Canadian products, and has had not a little to do with the great increase in the trade witnessed in the last few years. Canada and the Mother Country have been brought much closer together, commercially, within the last few years than ever before. This has been a source of much gratification to Canadians, who have naturally every desire for a continuance of such a satisfactory state of things. There is room for an indefinite expansion of trade between the two countries. Canadians would like to feel that their products, and those of the other Colonies, meet with more favour in the United Kingdom than those from foreign countries, because they are raised on British soil. All other things being equal, it is probable that this is already so to some extent; but, in any case, Colonial imports, and especially those from Canada, have largely increased in late years, whatever may be the causes which have led to so desirable a result.

Some scheme may possibly be devised, without doing violence to the feelings of the advocates of the various schools of economic thought, which will permit of the interchange of trade, on a more favourable basis than at present, between the various parts of the Empire. As an evidence of goodwill, and of a desire to encourage Imperial trade, Canada has given the United Kingdom the benefit of a preferential tariff. This represents a reduction in the duty of one-third, and under its provisions British exports to the Dominion have more than doubled in the last six years. New Zealand and South Africa have also extended tariff concessions to Great Britain, and Australia seems likely to follow their example. It would appear that there is a tendency in some quarters to minimise the importance of the many advances the Colonies have made in the last twenty years, in the direction of closer commercial relations. Whatever may be our views on free trade or protection, preferential trade or retaliation, most of us will, I think, agree that these overtures should be treated with sympathetic consideration. A conference to consider the commercial relations of the Empire, as between its component parts, and also with other nations, would be welcomed by British subjects everywhere, and its recommendations would probably form the basis of some arrangement which would mark a fresh step in the direction of closer union.

Canadians are giving much attention to the improvement of the means of communication both for the purpose of making the country more accessible for settlement and of providing for the quicker conveyance of produce to market. It has been an important question ever since the Dominion was established.

In the early days the Inter-Colonial Railway was constructed to connect the Maritime Provinces with Quebec and Ontario, and later on the Canadian Pacific Railway, which unites the Atlantic and Pacific Oceans, became an accomplished fact. It has joined together the different provinces of the Dominion, and completed the structure of Confederation, the foundations of which were laid by the British North America Act. Many other railways, in furtherance of this policy, have been constructed and aided by public money. There are now 20,000 miles of railway in operation in Canada.

But the feeling prevails that the existing railway and other transport facilities are not adequate to the requirements of the country either at present or in the immediate future—especially in view of the rapid development of the great West. A new line—that is, the Canadian Northern—is being built, and about 1,400 miles are in operation. It extends at present from Port Arthur, on Lake Superior, to Winnipeg, and across the prairies in the direction of Prince Albert and Edmonton, and has connections across the lakes and with the Atlantic seaboard. Last year the Dominion Parliament sanctioned a new through route from the Atlantic to the Pacific—the Grand Trunk Pacific Railway. This scheme originated with the Grand Trunk Railway Company, and is additional evidence of the wonderful progress made by that corporation in the last few years. The new company has undertaken to build the section from Winnipeg to the Pacific; and the eastern portion from Winnipeg to Quebec and Moncton is to be constructed by the Government and leased to the company. It will open up an immense territory to the north of the Canadian Pacific, and also the northern portions of the Provinces of Ontario and Quebec. These new railways are receiving very tangible assistance from the Government. All this indicates the rapidity with which Canada is developing, the satisfactory financial position of the country which enables such obligations to be undertaken, and, above all, the faith of the people in the Dominion, and the future that is before it.

What a contrast is the position to-day compared with that which existed in 1880! At that time the proposal for the Canadian Pacific Railway was only carried after much discussion, and many of those who advocated it, and helped to carry it through Parliament, were doubtful if the line would ever be constructed within the time specified, or whether, if built, it would ever earn enough, on certain sections, at any rate, to pay the cost of the axle grease that would be necessary. Now we see it paying all its fixed charges, and, in addition, a dividend at the rate of 6 per cent. on its ordinary stock. These results have been achieved within less than nineteen years, from the time that the last spike was driven by our distinguished Chairman at Craigellachie in November, 1885. It reads like a fairy tale; and who can venture to state that a similar extent of success will not attend the new lines, the construction of which have been authorised?

What Canadians desire is, that Canadian trade should, as far as possible, pass by Canadian routes—that is, through British territory. They do not want to be dependent upon the railways of the United States for outlets for trade and commerce, although desiring to be on the best possible terms with that country consistent with Imperial relations. They also hope to divert some of the American traffic, which can, by the way of the Dominion, reach the Atlantic seaboard from the west quicker and cheaper than by the longer routes to the south. The Canadian water-ways cannot be overlooked in considering the transportation question, and they have been much improved in recent years. Vessels of 245 feet long and 14 feet draught can now pass through the Canals from Lake Superior to Montreal and Quebec, and indeed across the Atlantic to Great Britain without transhipment of cargo. Further developments are under consideration which will tend to attract to the route much of the immense grain traffic that passes across the great lakes. At present, a good deal of it is transhipped at Buffalo on Lake Erie, and is conveyed to United States ports for shipment. It is quite possible to so arrange that merchandise may be conveyed from Fort William to Canadian ports on the lakes, and carried thence to the St. Lawrence over a distance shorter than from Buffalo to American ports. A determined effort is being made to secure the control of this western traffic, and there is every reason to believe that Canada will obtain a fair share of it in the future, to say the least.

Sir Thomas Shaughnessy, the well-known President of the Canadian Pacific Railway, in the course of a recent address in Toronto on this matter, stated:

> But the Canadian Canal system should be utilised to a greater extent than it is at the present time. The distance from Fort William to Montreal is, in round figures, 1,000 miles. The distance from the east end of Lake Nipissing—that is, North Bay to Montreal—is 365 miles; the distance from Midland to Montreal can be made 360 miles. Wheat or flour, or anything else in the nature of coarse products, can be carried by water at one quarter the cost from Fort William to Midland or to North Bay that it will cost to carry the same traffic nearly 650 miles over

the railway. . . . If we are to get the best and most economical results in transportation, we must utilise these great stretches of water which Providence has provided. The advantage that would result from the utilisation of these waterways would be that we build up the Canadian fleet on the great lakes. One reason that the year before last 13,000,000 bushels of Canadian wheat went to Buffalo was that a great many United States vessels trading to Fort William with coal were able to take cargoes back to Buffalo on a very low basis of rates. The New York Central between Buffalo and New York, 440 miles, with its heavy local traffic, and with the possibility of taking from seventy to eighty cars in a train, can handle traffic cheaper than the G.T.R. or the C.P.R. through a less favourable country, where eighteen or twenty cars constitute a maximum train-load. We must improve that condition of things. We must get a line from the lakes to tide-water over which we can carry just as many car-loads of grain as the New York Central can; we can get that line eighty miles shorter than the New York Central to New York, we can save terminal charges, and it will be a route that will permit none of our grain that originates on, and is controlled by, Canadian railways to go out of Canadian channels.

There is also the question of external communication—that is, by sea. At present, lines of steamers are subsidised to Japan, China and Australia; also to the West Indies, and Great Britain; and in the near future it is expected that there will be a regular service to France, Holland, and Belgium. But what is wanted is fast communication with British ports by steamers equal to anything crossing the Atlantic. Such a proposal has been under consideration for the last twenty years. On one or two occasions contracts for such a service have been entered into; but circumstances, into which I need not enter, prevented their being carried out. Canada is still offering a subsidy up to £150,000 per annum for the purpose. The Imperial Government has also been willing in the past to render financial assistance; and it does seem wonderful in these times to find so much money going begging. Canada is nearer to England than any other part of the American continent, and affords the natural route between Europe and the central and western portions of the United States, as well as to all parts of the Dominion. The trade of the country is rapidly increasing; the emigration movement is expanding; and the number of passengers crossing the Atlantic is growing greater every year. All these things, in conjunction with the subsidy that may be obtained, appear to offer a chance to an enterprising steamship company; but the matter remains in abeyance. Canadians are still obliged to see their mail steamers taking two or three days longer to make the voyage than rival lines. They receive and send most of their letters by other routes; and much of the regular passenger traffic, and not a little of the express freight to and from Canada, passes by way of American ports. Successive Governments have no doubt done the best they could to bring a better service into existence, but events have so far conspired to defeat the scheme, to the success of which the greatest importance is attached. It is a link in Imperial communications that is badly needed. There is an excellent rail service across Canada; the steamships on the Pacific, under the British flag, are very highly spoken of; and to have a first-class line of vessels on the Atlantic would complete the chain and make our alternative route to the East thoroughly satisfactory and efficient.

We sometimes hear it said—by persons whose pessimism is stronger than their optimism—that the future of Canada is bound up with the United States. The wish is probably father to the thought, especially in the United States; but it can truly be said that there is no feeling in favour of anything of the kind in Canada, and that all attempts to arouse any interest in the question have proved failures. It is not very long since that a distinguished advocate, recently deceased, of commercial reciprocity or commercial union between the two countries, discontinued his efforts in despair, and stated his conviction that it would be impossible to secure the election of a village policeman, if he were known to favour, in any way, closer political connection with its great neighbour. And the same sentiment prevails in every part of the Dominion to-day. Canadians regard themselves as British, equally as if they lived in the United Kingdom. They look upon British history as their heritage, and British literature as their own; and no one can question their loyalty to the Crown and Institutions. They would gain nothing by joining the United States. They would lose their individuality as Canadians, of which they are proud, and their birthright, which is dear to them. Granted that the United States is a powerful country; but so is the British Empire; and as forming one of the nations that go to make up that grand aggregation, the position of Canada is much better than it would ever be either as an independent nation, or as part of any foreign country. Naturally there is a spirit of rivalry between the two peoples, but the North American Continent is large enough for both. Let us hope that they will each continue to work out their destinies peacefully and happily for the benefit of the Anglo-Saxon race, from which they are both largely sprung.

In referring to the United States, one is naturally reminded of the recent Tribunal, and its decision on the question of the Alaskan boundary. Although some of the contentions claimed on behalf of Canada were gained, others were lost, and the United States is in much the same position. There is a feeling that the result should have been different. Canadians consider the arguments were all on the British side, and perhaps they are right. But, having agreed to submit the dispute to the tribunal, its interpretation of the Treaty will be accepted, however unpalatable it may be. The feeling of soreness is already passing away, and the award will be loyally carried out. The decision has, however, raised an important question, which has been attracting much attention. It is claimed that in negotiations with foreign countries, in which it is concerned, the Dominion should have the privilege of presenting its own cases. It is held, and with some truth, that such diplomatic discussions can be conducted more effectively by its own representatives. On the other side, it is maintained that such a course would be difficult under the present system, that it would be almost equivalent to making Canada an independent nation, that the Imperial Government would place itself in an invidious position, with all the responsibility, but little or no voice in the negotiations, and that it might lead to more friction than present methods. Canada has been directly represented on all the commissions and arbitrations between the United States and Great Britain that have dealt with the affairs of the Dominion in the last twenty years. Such, for instance, as the Fisheries Commission in 1887, the Behring Sea Arbitration in 1893, and the Joint High Commission in 1898. In the treaty with France, and the negotiations for a commercial treaty with Spain, the Canadian delegates were associated with Her Majesty's Ambassadors at Paris and Madrid, and practically had charge of the negotiations. In the Alaska Boundary Tribunal, the three British representatives included two Canadians. There does not seem much to complain of in principle in this mode of dealing with Colonial interests in international affairs; and difficulties may perhaps exist in the way of granting the more extended and independent powers that have been suggested. They will be removed to some extent, if success attends the efforts that are being made to bring the Colonies into closer union with the Mother Country in questions affecting the general community. In any case some means will be found of meeting their legitimate aspirations, on the one side, and of guarding the interests of the Crown and the Imperial authorities on the other. We may be quite sure that the suggestions from Canada have only been put forward with the best intentions, and with the view of safeguarding more effectually British interests and British rights; and it is certain that they will receive the consideration their importance deserves.

In Canada, as elsewhere, the closer unity of the Empire, and the consequences it entails, are engaging the consideration of thinking people. It seems to be generally recognised as involving the acceptance of some responsibility in connection with the naval, military, and diplomatic services. There are those who maintain that a share of these expenses ought to be borne by the Dominion, and that some understanding upon the subject should be arrived at. On the other hand, it is claimed that Canada is already indirectly contributing to the burdens of Empire in its local military and marine expenditure, and in the money that is spent in opening up its enormous territories. The Canadian Pacific Railway alone entails a charge upon the country of about half a million sterling per annum. This represents interest on the contributions, in money and in works, handed over to the Company, under the contract for the construction of the line. It is exclusive of expenditure on the inter-Colonial and other railways, on canals, on cables, and on general works of more than a local nature. The preferential tariff also represents a reduction in duty to the United Kingdom equivalent to about half a million sterling per annum. Further, as already stated, the country has undertaken considerable financial obligations in connection with new trans-continental railways; and it has been urged that those who are inclined to precipitate matters should give some consideration to these facts.

It is contended that what is now being done in the way of expenditure on developments of an Imperial character must be taken into account when definite proposals are put forward for discussion. Again, that any negotiations are premature at present, and must form part of a scheme for calling the Colonies to the Councils of the Empire, and for giving them a voice in its affairs which they do not possess at present. It is feared by some people that closer Imperial union, and the maintenance by the Colonies of their existing powers of self-government are not compatible. The opinion is expressed by others, in which I certainly share, that no curtailment of existing rights is necessary, and that the question need not be raised; and that, if there is any change at all, it is much more likely to be in the direction of making the position of the Colonies more important than it is now. If they are to share in the burdens and responsibilities of the inheritance which belongs to them in common with their fellow-subjects at home, it is doubtful if the present Parliamentary system of the United Kingdom can be continued. Everything points in that event to the establishment of a really Imperial Parliament or Council, on which they would be represented, to deal solely and entirely with Imperial interests. The feeling in Canada appears to be that the matter is not one to be pressed at the present time. Progress is being made along the path which leads to the goal, but the changes that are necessary before our dream of a United Empire can be reached are so vast that they must come about gradually. What has happened, however, in the past indicates that the Imperial sentiment is strong, and that when the proper time arrives Canada will be prepared to take its part in the discussion of the question, the issues of which must be so momentous and so important for the future of our race. Still, one likes to conjure up in one's imagination a picture of the Empire in the days to come, consisting of a galaxy of free nations united under one flag and one sovereign; each complete in itself, but all joined together in the closest possible way, for common interests, common defence, and commerce!

The position occupied by our French-Canadian fellow-subjects in the Empire is very interesting and instructive. In considering the matter we must not forget that they are as proud of their ancestry as the English are of theirs, that their mother tongue is French, and that they are naturally jealous of their rights and privileges. At the same time, we are acquainted with their history in the past, and remember that they stood steadfast on our side through the American Revolution. In other times of danger they remained staunch and loyal; and some of the most prominent names connected with the development of the Dominion have been those of their race. More recently we have seen them fighting in South Africa, in defence of British interests. At the present moment a French-Canadian is the Premier of Canada, and no one has shown more devotion to British interests and to true British ideals than Sir Wilfrid Laurier. While they are as loyal to Canada and to the Crown as any of the other subjects of His Majesty, they are sometimes regarded as being indifferent to the question of closer Imperial relations. There may perhaps be a suspicion in the minds of some French-Canadians, and it is by no means confined to them, as already mentioned, that any movement in that direction means the giving up of some of the powers of self-government that Canada now enjoys. But when the fallacy of that supposition is demonstrated, there is no doubt that they will be found ready to join in the forward movement; and that in the meantime they will continue to labour side by side with their fellow-subjects in working out the destiny of the Dominion and of the Empire.

I have referred to some of the questions that are connected with the expansion that is taking place in Canada at the present time, and have also an important bearing on its future. What its position is likely to be in the course of the next twenty or thirty years or so in regard to population, commerce and wealth we can only imagine, but everything indicates that great progress is certain to be made. Only the fringe of the territory that is available for settlement and development has so far been occupied, and its wonderful resources of all kinds are but now being realised; indeed it is doubtful if we have yet any adequate idea of their extent and variety. There is no reason why the Dominion should not possess a population, in the times to come, as large as the United States, as it certainly has an area of land sufficiently extensive and suitable for occupation to warrant that conclusion. And, again, its natural advantages in the mines, fisheries, fertile soil and forests, the potentialities it offers as a manufacturing country, the rapid increase in its railways and the improvement in the waterways that is engaging attention, the geographical position it occupies, and the facilities it possesses for communication with the markets of the world all point to the industrial expansion that is to be its destiny. In these circumstances, the pride of Canadians in their country and their conviction that it is bound to occupy a prominent place in the Empire, and among the nations of the world, are easily understood, and we are enabled also to appreciate the energy and enterprise and enthusiasm which they show in everything that concerns the interests of the Dominion. It is in every way desirable, therefore, that prominence should be given to Canada, its resources, capabilities, needs and aspirations, and to the endeavours that are being made to maintain and strengthen British interests on the American continent. We can all do something to aid in this desirable and necessary work, and that is my excuse for being here to-night. There are many other interesting questions that are engaging attention, to which I should have been glad of the opportunity of referring this evening. But my time is limited, and the same remark may apply to your indulgence. Considerations of this nature have also prevented my enlarging to the extent I should have liked upon some of the subjects to which allusion has been made, each one of which might easily be made the foundation of a separate Paper. In conclusion I have only to thank you for the patience with which you have listened to these somewhat disjointed notes, which I hope will appeal to those who are interested in the development of the Dominion, and in the closer union of the different parts of the Empire.

DISCUSSION.

The CHAIRMAN (The Right Hon. Lord Strathcona, G.C.M.G.): It is, I am sure, the feeling of all of you that the address has been of the most interesting and instructive character, especially so to those who have not visited Canada. Last year we had with us in Canada a number of gentlemen connected with the Chambers of Commerce, representing what I may call the commercial parliament of the Empire. Many of them had not visited Canada before, and freely intimated that they were in a great measure unacquainted with the possibilities and potentialities of the Dominion, and they came back wiser men. With regard to the Preferential Tariff, which has been pooh-poohed by some, I heard an out-and-out Free Trader, one who does not believe in Preference, state a day or two since that Preference alone permitted of his trading with Canada. That the Preference has done good, I think there can be no question. Previously things were not going well with the trade with this country. Ever since trade has been increasing, even making every allowance for the great increase there has been in trade generally. Mr. Colmer has told you there has been a great increase of population within the last few years, a large portion of which has come from the United States. It speaks well for Canada that those who were prospering in the Western and Middle States should consider they would prosper still more in Canada, and that they should take part and lot with the subjects of our Sovereign. That they will be equally good British subjects with those we have now, we are well assured, from what we have seen of those who have come in the past. When we consider that Canada is quite equal in extent to the United States, which has now a population of some 70,000,000, whilst Canada with all the advantages of the United States has only 6,000,000, may we not look forward in a few years to Canada being even still more prosperous than she is now? I think we need not hesitate to say that in another fifteen or twenty years we shall have ten, twelve, or perhaps fifteen million people in Canada, and that the population will go on increasing. We may well be proud when we think of the future that is before our country.

Mr. J. M. COURTNEY, C.M.G., I.S.O. (Deputy Minister of Finance, Canada): Some three weeks ago I left a land of blue skies;

the temperature was below zero certainly, but the air was like champagne, and I crossed the Atlantic in the most beautiful weather, to find—well, how different a climate, with the result, as you see, that I have upon me a severe cold. For the last few days I have not been able even to smoke. I desire to pay a tribute to my old and valued colleague, Mr. Colmer, who has had as we know such a keen sense of the duties and responsibilities of his office. The only thing which pleases me in connection with his retirement is, that he has found a capable, worthy, and industrious successor. Mr. Colmer was for twenty years in the public service. I have served thirty-five. In 1869, Canada consisted of four disconnected provinces; our budget was about one-fifth of what it is now. We did not know what the future would be, but I am glad to say that the material progress of Canada has been such that the public accounts submitted last Thursday show that during the fiscal year there has been a reduction of the public debt of over two millions sterling, and although we have three months of the present fiscal year to run, and accidents may happen, yet I hope that we shall come out on the right side of the Budget. Being still in the public service I am to a certain extent muzzled, but there was one part of the lecture one might speak about, in which Mr. Colmer hinted that there were some people who thought that the future of Canada was bound up in the United States. If any of these people ever went over to Canada they would discover that there no one gives a serious thought to the subject, and the species, if it ever existed, is now as extinct as the buffalo. There was one thing that I wish Mr. Colmer had noticed, and that is the effect of race on the character of the people. He referred to the French-Canadians, but he has not dealt with the effect on the population of the emigration or trekking of the United Empire Men some 120 years ago. You, sir, with magnificent public spirit, gave us Strathcona's Horse, and looking over the list of officers and men who enlisted in that force, one is surprised to find how many are descended from the men of whom I speak—amongst others my son, who through your munificence was enabled to serve his country as an officer of that corps.

Major-General C. W. Robinson, C.B.: It gives me great satisfaction, as one of the earliest members of this Institute, and who who was born and brought up in Canada, to say with what interest I have listened to Mr. Colmer's lecture. Upon many of the subjects dealt with in it my views would be of no value, but there are one or two which I should like to touch upon. I think we cannot exaggerate the great importance of emigration, and I may perhaps be permitted to say a word upon this subject because my father took much interest in it, and my uncle, Peter Robinson, brought out many years ago to Upper Canada a number of emigrants from Ireland, and settled them near Lake Simcoe, in consequence of which the town of "Peterborough" was called after him. Upon the question of loyalty to the Crown in Canada there is no need at all to enlarge. Loyalty there is a matter of course, but I may briefly explain some of the reasons for this fact. The French are monarchical in sentiment and tradition. They may be said to be the French of Old France, and while entertaining a just pride in its ancient history and its glories, they have no sympathy whatever with Republicanism, and are contented British subjects, valuing British Institutions. The United Empire Loyalists, to whom reference has been made by the lecturer, and who largely settled Upper Canada, left their homes in Virginia and elsewhere, when, after the close of the American Revolutionary War, the old British Colonies, now the United States, obtained their independence. There were Englishmen, Scotchmen, and Irishmen, or their descendants, of more than one shade of political opinion, but who were all determined to have a United Empire under the Crown. Loyalty had entailed upon them the sacrifice of home and property and relatives, which they willingly made for the Old Flag, and the influence these men have had upon Canada has been felt from that day to this, and will ever be so. We know how many Scotchmen have from the earliest days made Canada their home. Large bodies of settlers came out from Selkirk and Glengarry and elsewhere; and, as our Chairman to-night, Lord Strathcona, well knows, rendered invaluable service in the war of 1812–15. Many of them had emigrated to the American Colonies after the rising of 1745 in favour of Prince Charlie, and from thence after the Revolution, in which most had fought on the Royal side, had, as United Empire Loyalists, moved to Canada. Their descendants, and others from Scotland, are now to be found there in great numbers. I recollect Sir Alexander Campbell in Canada once telling me that when Lord Lorne went out as Governor-General they got up an address to him from "The Campbells," and that the signatures numbered some ten or thirty thousand—I will not say which—but I believe they made a small book! As to the Irish, there is no such thing as a Fenian living in Canada—that is, I do not suppose that there is one who has been for any time an actual resident there. If there is one he has only come in temporarily from across the border, and will soon change his opinions if he remains. It was said in some newspaper before the outbreak of the Canadian Rebellion of 1837, and in connection with the Irish emigrants whom my uncle had introduced, that the Government under which he acted might spend its money to better purpose than by bringing in people who would afterwards from choice become citizens of the United States; but when, subsequently, the rebellion did break out, what was the fact? These men poured down from a considerable distance to Toronto, undergoing great inconvenience on the road, for it was winter, and many but poorly clothed and shod, to support the Government; and when the Governor-General, Sir Francis Head, as he tells us in "The Emigrant," came out to address them in front of Government House they demanded nothing but "arms." "If your honour will give us arms," some witty one said among them, "the Rebels will find the legs"—which they soon afterwards did. As to the question of Canadian contribution to Imperial defence, I think this is one which must rather be left to adjust itself. It must be considered as a whole; by which I mean that the Military defence, the Naval defence, and those communications by land and water which affect each of these, are all parts of one scheme, and not to be looked upon as each separate from the other. Canada has done a great deal in this direction, by its outlay on the construction of the Pacific Railway, which is a thoroughly strategic line, and is doing more in connection with other projected railway lines; and in improving the water communications along her extended frontier. We know also that the organisation and improvement of the local forces are being now taken in hand, and that their strength is to be increased. With respect to Naval defence, I am no authority upon that subject, as to which it is occasionally said that comparatively little has been done. I am no sailor, but as a soldier and a Canadian I desire to say distinctly that no individual in the Empire can hold a stronger opinion than I do as to the paramount importance and necessity for the security of Canada of the Imperial Navy in the case of war with any enemy she is ever likely to have to meet—and I believe that the time is not far distant when this importance will be more universally recognised throughout Canada, and with tangible results.

Mr. J. Stephen Jeans (Secretary to the British Iron Association): Quite recently I had the opportunity of going through Canada from one end to the other as one of the delegates of the Chambers of Commerce. My object was mainly to learn as much as I could about the mineral resources of the country, and I am bound to say that nothing I saw struck me as more important for the present, or more promising for the future, than its resources in this respect. The great thing that struck us, in fact, as we passed through the country, was its great wealth in practically everything in which capital can be invested with advantage. I do not speak only of its agricultural wealth. It may be news to some of our friends that the coal resources are more extensive than those of any country in the world, except China and the United States. There are no less than 100,000 square miles of coal area in the Dominion, while the coal area of the United States is computed at 180,000; but one special advantage which the Dominion enjoys in this respect is that the coal is spread over so wide an area, being, in fact, within a comparatively short distance of any spot in the Dominion between its extremes. I enquired rather specially into the iron ore resources of the country, and saw some of the principal works, including those of the Dominion Company, and the Nova Scotia Steel Company, and I am of opinion when the time comes (it is doubtful whether the time has come yet), when Canada can bring to bear upon the organisation and administration of its industries the same experience, the same "hustling" capacity, as is exhibited in the United States, there is no reason why they should not be equally successful, and in some respects even more so, because, having visited the iron fields of nearly every country, and knowing more or less as to their conditions, I am in a position to assure you that no country and no locality could, in my opinion, produce iron and steel more cheaply than they can be produced in the Island of Cape Breton, or than they could be produced to-day if they had the requisites I have spoken of. I might refer to the copper, gold, lead, and silver resources of the country, of all of which I took note, but I thought it would interest you more especially to hear from me something as to the two fundamental mineral industries of this and all other countries.

Mr. D. J. KENNELLY, K.C.: The few remarks I am about to offer shall be confined to the Island of Cape Breton, with which, residing in Sydney and Louisburg during broken periods, I have been acquainted for thirty years. When I landed in Sydney in 1874 it was a sleepy village with a population of about 2,000, and very much dependent upon what it derived from the coal miners of the adjacent collieries, themselves not always well off, and certainly being poorly off during the winter season, when coal could not be exported from its ice-closed harbour. In those days, and for several years after up to the year 1892, there were eight working collieries within a distance of twelve miles from Sydney, all competing and scratching for a profit within a limited market. But in that year a great change took place, for by the aid of introduced capital all these collieries became one concern; more collieries were opened, and later, a railway having been built to the open winter port of Louisburg—famous in the early history of Canada—coal was mined and shipped all the year through. As if by magic Sydney emerged from its enforced condition of village drowsiness to become what it is to-day—a handsome city, with a population of about 15,000, and still growing. But this growth was not wholly due to the island's coal industry, for with the superior coke produced, together with the abundant iron ore here and in the adjacent colony of Newfoundland—added to this, the illimitible limestone and fluxing material found near by—it was demonstrated beyond peradventure that, with all these at tide-water, there could be produced economically at Sydney iron and steel not to be surpassed in Europe or America; and to-day a large plant is producing these materials in quantity, while in a short time the rolling mills, now being built, will turn out products suitable for finished manufactures, including eventually the building of ships great and small, for which I may say Sydney and Louisburg harbours are well suited. Then as to Louisburg, with its peerless harbour—which in 1873 was pronounced by a Select Committee of the Dominion House of Commons to be the most suitable eastern terminal port for the Government (Intercolonial) Railway—it still remains after a lapse of thirty-one years without that railway; for the Government road has its present terminal at Sydney, which harbour, as is known, freezes up for a few months each winter. Much has been written and said during the last few years on the subject of rapid transit across the Atlantic. Glance at the map of Canada, and you will see Cape Breton jutting out into that ocean like a long wharf, with Louisburg at its apex, the safest and nearest port to Europe. From this port, without doubt, and not far in the future, there will be swift steamships crossing to a near port in England—say, Milford Haven—with passengers, mails and express matter only; or if to Galway, on the west coast of Ireland, passengers entering the train would be conveyed direct to London without change, for the trains would be carried across the Irish Channel in vessels specially provided for that purpose. I conclude these remarks by stating that the journey from Louisburg across the Atlantic would be made in about four days; if to Galway, in less time. With the sea passage thus reduced it is not too much to state that where one passenger crosses and returns from Europe to-day that one would become four, for the travel would be from the United States as well as from

Canada, and such an Atlantic ferry would, as stated some time ago by Sir William van Horne, form an advertisement to Canada worth one million of dollars, which I believe to be a fact.

Mr. W. L. GRIFFITH: I think we have seen to-night an illustration of what those familiar with the matter have often observed, namely, that every farmer in Canada thinks he has the best farm and every Canadian thinks he hails from perhaps the most favoured and important portion of the Dominion. That is a very healthy sign. I desire to say how very stimulating and interesting Mr. Colmer's address has been. For almost a generation he has presented the case of Canada in such a way as to command attention and respect, and all that he has put before the country has been characterised by a good taste and a literary flavour that have not failed to attract the favourable attention of what is perhaps the most critical constituency in the world. Those who have been closely associated with him will always feel a debt of gratitude for the way in which he has championed the cause. Canadians generally regret very much the fact that Mr. Colmer has severed his official connection with Canada, but they are gratified to know that he retains an undiminished interest in the great Dominion. He has dealt with several subjects of great interest. The subject to which he has given most prominence is that of emigration. In these days of abounding prosperity in Canada I may be pardoned if I refer to the days of 1884. In the West, where I had the joy of living for many years, many men then used to shake their fingers and say, "After all, this great Western country is only a great experiment;" and within the last few years I have heard the same persons, now prosperous business men, say they never doubted the country had the greatest possible future before it. We have, in fact, disposed in Canada of those who had any doubts of the great future of the country. But in this country and others which we desire to influence favourably to Canada, there does still exist a considerable number of people to whom a larger knowledge of the Dominion would be a great advantage. It is when we remember this that we appreciate the necessity of constant and judicious advertising, which is materially assisted by papers such as we have listened to this evening with so much pleasure.

Mr. W. T. R. PRESTON: Since my residence in London, I have read nearly all the contributions that have been delivered or written in connection with gatherings of this character in regard to Canada, and I have not come across one which has appealed to me more forcibly on account of its exceptional worth and excellence than the Paper you have heard to-day. As one who has had some experience of public life in Canada, and who is extremely jealous of Canadian interests, I wish to say that all Canadians are indebted to Mr. Colmer for his most admirable Paper. In the treatment of many subjects, he has touched even debatable topics with such rare care and ability, one might almost say "with the science of history," as to leave no occasion for criticism. Mr. Colmer referred to the subject of immigration, as having not a little to do with the prosperity which, during the last few years, has prevailed in Canada. This may justify the enquiry as to whether the people of this country fully realise the importance of securing a population of a suitable character within the Empire. Whatever objections may exist to official assistance being given to securing such population for the Colonies, there surely could not be any in respect to an endeavour to retain the emigrating population from the United Kingdom as British subjects somewhere within the British possessions. It has sometimes been said that England is the greatest colonising nation in the world. I doubt if a greater fallacy was ever uttered. This certainly applies at least to British Governments. But the British people, individually, are undoubtedly the great colonisers of the world, and they have carried the banner of civilisation to the uttermost part of the earth. In this connection it is an amazement to me that public opinion has not forced British statesmen to take some action in order to direct the movement among the emigrating population from Great Britain. People here apparently shut their eyes to the fact that a quarter of a million of their people leave every year, and that the great bulk of them go to a foreign nation. It is strange, but nevertheless true, that the strongest opponents to British interests in the United States are sometimes found among emigrants from this country, and the descendants of whom are exceedingly anti-British in their character. It does not seem to be generally known that Britain is the one great nation in the world which does not interest itself in its surplus population. I have visited almost every country in Europe in an official capacity, and almost everywhere I have found government restrictions, police regulations, and organisations of one kind and another under government supervision for the purpose of diverting the emigrating population into channels which statesmen of those countries believe will best suit their national purposes in the future. There is no country which has so much at stake in the future of the world's history as Great Britain, and yet, in the face of what other nations are doing on this question, this country takes no action whatever with a view of directing the movement of its own population which is taking place every year. It seems to be little short of criminal carelessness on the part of public opinion in this country that something has not been done in this respect. If governments cannot move in this direction, and perhaps there are reasons why, in a democratic country like this, it might not be advisable, yet, even granting that this is so, it seems to make it all the more necessary that action should be taken which might not be official. Vast sums have been spent through the magnificent generosity of the people of this country in mitigating the "horrors of war," but little or nothing on the equally important purpose of mitigating the "horrors of peace," which must necessarily exist amongst such a congested population as that of this country. An object-lesson of what can be done by directing or assisting a movement of population is evident in the result of Louis XIVs.' foresight in regard to Canada. Thirty or forty thousand of the French population were assisted to Canada, partly with a view of establishing a French population in the Western Hemisphere, and partly with an idea of giving those selected a chance in life. The number was comparatively small, comparing it with their thousands to-day, and yet descendants of the thirty or forty thousand of the French population who emigrated under the authority of the great French king now number nearly two millions on the Western continent. These two millions are sometimes held up to public opinion in this country as a people respecting whose loyalty Great Britain has reason to be afraid. ("No, no!") I agree that, as Anglo-Saxons, we have no reason to be afraid of these people, and no one has a higher appreciation of their intense loyalty to the British Crown than I have. But the view that I have referred to has sometimes been put forward in the public press, and I have had occasion more than once to contradict it. If such a result, however, as represented by the French population in Canada, could be brought about in a century and a half, what could not be brought about if the surplus population of this country was in some way directed, not alone to Canada, but to others of the great Colonies of the Empire. The advantages which would accrue to the Empire if its vast population could remain within your own possessions and under your own flag are simply incalculable. I hope that the introduction of this subject by Mr. Colmer to the Royal Colonial Institute will be considered of sufficient importance to secure something being done with a view of directing this great stream of your surplus population to homes in the Empire which are ready for them, and where success is sure to await them, so that services they require in the future may be secured.

Mr. Granville C. Cuningham: The charm of Canada as it has appealed to me after having lived there over twenty years, lies perhaps in the variety of its climate. In the winter one enjoys the cold and the bracing air and the brilliant sunshine, and when summer comes the whole surface of the country is covered with rich foliage and luxuriant herbage and exquisite flowers, so that one imagines there can be no winter again. Mr. Colmer has spoken of emigration. My life over there was spent chiefly as a railway engineer and contractor, and in that capacity I know Canada from Prince Edward Island to the Rocky Mountains. I have employed men of all nations of Europe, but the British navvy was always conspicuous by his absence, and the great Pacific Railway was in fact constructed almost entirely by foreign labour. Such a condition of things does not speak well for the prescience or foresight of our Government, because we know there are large numbers of unemployed in this country. Why should they be unemployed when there are great districts simply starving for want of labour? Reference has been made to the French-Canadians. A good deal of my active life was spent amongst them, and I found them a most charming and delightful people. In *naïveté*, honesty and genuine hospitality, poor though they be, they are scarcely equalled by any people in the world. One speaker mentioned the settlement of the Scotch. A curious instance of that came before me. After the taking of Quebec a portion of Wolfe's Regiment was disbanded and a considerable number of the men, Scotchmen, settled at Murray Bay. When I was on the south shore of the St. Lawrence I sent across to get men to come to work. They came; and though they all spoke French, they had Scotch names, pronounced with a French accent; they sang beautiful old Scotch songs to French words, and they still wore the Scotch bonnet. I think that is a curious instance of how race characteristics survive; and one might even say—in respect of the bonnet—that it is a "survival of the fittest." They also retained the industrious habits of the Scotch nation; but in that respect they can hardly beat the French-Canadians.

Mr. F. W. Thompson: As a Canadian I have listened with great pleasure to the admirable address delivered by Mr. Colmer. Reference having been made to the absence of attention to Canadian matters in the English press, which is really lamentable, I think if we wish to excite an intelligent interest in the affairs of our Colonies among the people of Great Britain every prominence should be accorded matters pertaining to Canada in the journals of this country. The benefit to be derived from such papers as that read by Mr. Colmer will in my opinion be permanent, not only as regards the Dominion, but to the Empire as a whole.

Senator the Hon. G. T. FULFORD: A Canadian, an ardent Canadian, from my heel to the crown of my head, I believe I could talk one whole week about the advantages of Canada. I have been twice round the world and visited almost every country, civilised and semi-civilised. I have yet to find the perfect country, a country that does not lack something or other, but my travels have demonstrated to me that Canada requires less to make it perfect than any country I have visited. I have greatly appreciated Mr. Colmer's address. He has touched on the subject in the most instructive and able manner, and I think that not only all present, but all within the Empire, have to thank him for his address. I wish you could all visit Canada and see what we have to offer to emigrants, to the people who desire to better their condition. Mr. Preston has touched upon that question very much to the point. Canada possesses six millions of people. If the emigration from this country in the last forty or fifty years had been directed by your Government or in other ways to Canada, we should at the present moment have twenty-five millions of people instead of six.

Sir FREDERICK YOUNG, K.C.M.G.: There is one point in Mr. Colmer's address which, as an ardent advocate of emigration, I am anxious to emphasise. Many of us have been urging the Government to take up this question as a great Imperial one for many years past, but our efforts have been as the voices of those crying in the wilderness. There is no doubt that what Mr. Preston stated is correct. I do not like to mention what I have done myself, but I may state that in 1869 I published a pamphlet on the subject, called "Transplantation," the chief point of which was to urge the Government to take the question up and promote it on a national scale. At that time we had just spent nine millions of money to rescue half a dozen of our countrymen from the hands of King Theodore in Abyssinia; and I alluded to that incident because, I said, if we asked half of that sum for such an important matter as emigration the Government of the day would turn a deaf ear to our request. We have, I repeat, over and over again urged the authorities to take up this question in a really Imperial spirit. I think that we cannot too often give utterance to our views on the subject. Perhaps some day our efforts may not altogether be in vain.

The CHAIRMAN: It is now my duty to ask you to join with me in thanking Mr. Colmer for his excellent and admirable address.

He has told us much of the resources of Canada, and we who come from Canada know how true is everything he has said. He has told us also that we require still to do something more to bring Canada to the notice of those in other countries, especially in the Mother Country. It has been said that we have not that facility of communication that we ought to have as between the two countries, and that we ought to have a faster service across the Atlantic. I am entirely of that opinion, and I trust that within a comparatively short time we shall be able to go from the United Kingdom to Canada in five days. When we have such a service (only four days across the Atlantic) which, considering the speed to New York, is entirely possible—when that is the case, everybody here who wishes to take a holiday will be able to go over to Canada and see the country, and return convinced that there is really no other land in which one can enjoy life more than in Canada.

Mr. Colmer: I wish to thank you very cordially, Lord Strathcona, for your kind references to the Paper and to myself. I am very glad the Paper has given rise to so interesting a discussion. It has brought out many points which for various reasons I was not able to deal with. My Paper was a series of notes on various Canadian questions of the day; there were some I could not touch upon—such as the position of the United Empire Loyalists in Canada, which hardly arose out of any of the points I dealt with, except as one of the important influences connected with the progress of Canada. I should like to have said something about the development of the organisation for defence, to which General Robinson alluded. It is an exceedingly important matter. We know that the Militia is to be increased from 40,000 to 100,000 men, and I am quite sure this will be a great thing for the Dominion and the Empire. I wish to thank some of my friends for their kind personal remarks. I am particularly grateful to Mr. Courtney, and to my successor, Mr. Griffith, who I am sure is the right man in the right place, and certain to do great service for the Dominion. I desire also to thank Mr. Preston, also an old colleague, for the references he was good enough to make to my Paper. I will now ask you to join in offering a most cordial vote of thanks to Lord Strathcona. It is very kind of him to have come to preside here to-night, but we know that he is absolutely untiring in undertaking work of any kind that he believes is likely to be of benefit to the Colonies. I really do not know how he does carry out all the work he undertakes, but I have come to the conclusion that fatigue is an unknown word in his vocabulary.

AFTERNOON MEETING.

An Afternoon Meeting was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday March 8, 1904, when Mr. J. Cathcart Wason, M.P., read a Paper on "The East Africa and Uganda Protectorates." Sir George S. Mackenzie, K.C.M.G., C.B., a member of the Council of the Institute, presided.

The Chairman said the subject of the Paper was one which he had personally studied very closely during the last fifteen years, and he was still intimately acquainted with what was going on in British East Africa. They must all feel very much indebted to members of Parliament who, like Mr. Wason, devoted their well-earned holidays in going to visit these outlying parts of the Empire, and who from the personal knowledge which they gained no doubt brought beneficial influence to bear in the House of Commons when votes were asked for much-needed public works in those parts.

Mr. Cathcart Wason, M.P., then read his Paper on

THE EAST AFRICA AND UGANDA PROTECTORATES.

(With special reference to British Settlement.)

It is difficult to realise that the country from the Mombasa coast to the Congo Free State, from the great Victoria Lake to the Soudan, which has been described by distinguished missionaries, soldiers and travellers, and which has passed within the last few years from the rule of savage tyrants, from constant tribal raids and wars, and from which the accursed trail of the slave-dealer has but recently been obliterated, lies easily within the compass of a three months' holiday from London. We decided to visit the country and try to learn something of the true facts of the case, something that would enable us to tell the people of Orkney and Shetland with some degree of accuracy what prospects for settlement lay there, and whether the heritage of which they are entitled to demand their share was being neglected.

The vast area which at present goes under the names of the

East Africa and Uganda Protectorates (terms meaningless and unattractive) might be united and more appropriately called Victorialand. This great territory, above all things, wants to be in the grip of one man as Commissioner and Governor, responsible only to the Home Government, and, with a council composed of some of the very able civil servants who now carry on the business of the country, relieved of the pressure of officialism and of distant ignorance, its prosperity would advance by leaps and bounds.

To Sir William Mackinnon more than to any other individual belongs the glory and credit of having rescued this great country, larger by far than Great Britain, and capable of carrying in the not far-distant future millions of strong white people, from the curse of slavery and the rule of witchcraft, cruelty, and lust; the railway practically gives the Empire another road to India, and very materially strengthens our lines of communication.

Nairobi, the centre of the settlement, is a most charming spot over 5,000 feet above the sea, and, although perhaps for a few hours in the middle of the day the strength of the sun is considerable, the mornings and evenings cannot be surpassed, and few sensations can be more agreeable than a sharp ride before breakfast or in the afternoon. Leaving Nairobi pretty early after a pleasant drive of two hours, the Government station, Giboretta, was reached, where breakfast was kindly provided by the officer in charge. We passed through much of the Kikuyu and Masai country, and it was gratifying to know that the Government had done much towards providing reserves for natives in this district, and much yet remains to be done for adequate protection of native rights. We visited a Kikuyu chief, who presented us with a fat sheep with many expressions of goodwill. Their huts are fairly large and comfortable, circular, with a fire in the centre; bedsteads somewhat of the Indian style were ranged round the wall furthest from the fire, and round the fire were quite a number of sheep with lambs, apparently enjoying the warmth and shade. After breakfast Mr. Paterson, formerly of the Scotch Mission under Dr. Scott, acted as guide, and smart riding ponies soon took us to the Mission station, where we were cordially welcomed by Dr. Scott, a former resident of Shetland, and much interested in hearing news from there. Dr. Scott is going in heavily for potato cultivation. Potatoes grow in this district to perfection; but the policy of growing them on a large scale is doubtful, as the local market is a mere nothing, and the South African market very risky. Native labour at present is good, plentiful, and cheap; it seems a pity to adopt a course which by raising the price of native labour must very seriously injure the prospects of the poor and struggling settler. We then called on a settler, a sturdy Scot from Kirkcudbrightshire, and received a most hearty welcome, and enjoyed a cup of tea, a smoke, and a rest very much. Mr. McQueen has a most beautiful homestead on the Bagathi River, a comfortable house and outbuildings, and it would be hard to find anywhere a more thoroughly happy, contented group than Mr. and Mrs. McQueen and their sturdy little ones. Their looks spoke volumes for the health of the country, and their farm volumes for the capabilities of the country, and showed most eloquently that this is, emphatically, a country for close settlement and should be zealously guarded for the people and not granted for practically nothing to speculative syndicates or in great areas to individuals.

What happens, as far as one can understand, is this. Syndicates select and put in an application for many thousands of acres or square miles. Having put in their application and received possibly some official receipt, the next step is to treat the application as a concession and endeavour to sell it to another Syndicate, and possibly to individual settlers, at a handsome profit. Is it too much, then, to say that the land system is a chaotic muddle? The Local Administration is powerless, and what heart can one have in administering a country under the circumstances I have described? At the present moment it is common rumour that so-called land concessions, embracing large tracts of fertile land on both sides of rivers, are being hawked about South Africa.

The most desirable class of settlers (and unless we get that desirable class we might just as well leave the country alone) are those of good character, with sufficient capital to carry them over at any rate the first three to five years, and who will be contented to make an honest living and see fair prosperity for their children in the future. Now, supposing a settler of that class were to desire to emigrate, he would find his path beset with difficulties from the outset. Instead of being able to take ship from London direct, he would probably find his best plan would be to proceed to Antwerp; from there he would get a good German ship to take him to Mombasa. The prospective settler with a limited capital would hardly care to undertake the long and expensive journey to Marseilles, Naples, or Trieste.

Well, our emigrant, having got to Antwerp, will find himself exceedingly well done by till he reaches Mombasa, and there difficulties will again surround him. Hotels are scarce and very expensive; the language will be a hopeless mystery to him, but, having probably heard that Nairobi is the centre of the province and of the Land Administration, after considerable discomfort and expense, he will get a train from Mombasa that will bring him to Nairobi in about twenty-four hours. The few nights he will have spent in Mombasa, in the sweltering heat, may possibly have induced him to dispense with thick clothing—if so, before daybreak he will long for some thick woollen garments and blankets.

Arriving at Nairobi, and trusting his difficulties are over, he will again find his troubles are only beginning, there being only a small hotel, possibly full, so he may find it necessary to purchase a tent and camp near the railway station, where good but expensive meals can be obtained.

Finding his way to the Land Office, the settler will be lucky if he find the Land Officer and Chief Surveyor in, but as that gentleman is not only supposed to attend to the Land Office, but make close inquiries into the character and position of every settler (for, under Rule II., "Every holding shall be subject to the approval of the Land Officer, who may refuse to accept any application on showing reason"), and also personally to survey the hundreds of applications that have to be dealt with in the Protectorate 570 miles by the railway from east to west, and from the German boundary on the south to the deserts and Abyssinia on the north, in some places for over 200 miles, it will be at once understood that it is exceedingly unlikely that the settler will find that gentleman at home. If he does he will be lucky, as the present holder of the office is very anxious to afford every information and assistance in his power, but without the power of dividing himself into fifty officers as energetic and capable as himself, it is absolutely impossible in any way to overtake the work, and, as for the settler, although unoccupied land is for present purposes more than abundant, he will find it only with the greatest difficulty, and without the Government being in a position to afford any practical assistance. "Water, water everywhere, and not a drop to drink." Land for speculation, land for syndicates, but for the man the country wants no assistance whatever. He may spend his time and waste his money looking for land, and then more than likely find it is in the grip of some syndicate or other. Now, if the paralysing influence of the Foreign Office were removed, and local knowledge and experience brought into play, all this state of things might be altered in the course of a few months. The Protectorate is divided into six provinces, each ruled over by Sub-Commissioners and Collectors, really high-class magistrates. The Commissioner, really Governor, with a Deputy Commissioner, rules, as far as the Treasury and the Foreign Office permit, over the whole Protectorate, and the military are also under his control. All over the different provinces stations are established ruled over by the magistrates, whose duties are onerous and require great judgment and discretion, as they possess very considerable powers of punishment. Each of these stations is now a centre of civilisation, and each should be a centre of settlement. Each station should have reserved round or near it a very considerable extent of land, much more than the mile now authorised, should at least have a duly qualified surveyor with one or two capable assistants, and, as far as possible, should practically grow its own food, instead of carting or carrying it over miles of rough road at a great and quite wasteful and useless expense.

Each station, then, being provided with a suitable survey staff, and being a centre of civilisation and settlement, could provide (without any cost to the Government) adequate accommodation for settlers at a reasonable rate. No buildings of a permanent character would be required, for most comfortable grass huts can be provided practically without cost. A large mess hut with sleeping huts round will be all that is necessary in the meantime. Settlers on their arrival in Mombasa, should be met by a Government officer, who should be able to make arrangements for their maintenance at a reasonable rate, instead of putting them to the expense of hotel life. It can never be too strongly impressed on those in authority that the very best class of settler may be those to whom a few pounds is of great importance. The Government officer should give every assistance in his power, and the settler could make his choice among the various stations, and, having made his selection, should proceed to his destination without any delay. There he would be cordially welcomed and doubtless find other settlers in a similar position to himself, and in a few months a very considerable and accurate knowledge of the country would be acquired. No time would be wasted hunting up officials and hunting for land. As suitable sized areas were surveyed, they would steadily be occupied by industrious settlers, and to some extent it would be advisable for some time to keep settlers together, so that they could materially assist each other, and schools could be established and necessary religious services. This is the only possible way of settling the country satisfactorily. Speculators and syndicates must be sternly repressed. Yearly grazing rights could be granted which would produce revenue and encourage pastoral pursuits, and would not hinder settlement. If emigrants could embark from England and land direct in Mombasa, be kindly received there by Government officers, and proceed at once to a Government station, where they could live at a very cheap rate and learn experience, the result would be entirely satisfactory. Many inquiries satisfy me that a very small sum per week, probably five shillings or less, would quite recoup the station provided such food as mutton, maize, potatoes, and other vegetables were grown on the spot. If Government would adopt such plans of assisting and encouraging emigration and which would entail no further burden on the Treasury (except the absolutely essential cost of survey, for which they would soon be recouped), colonisation could be materially assisted by well-disposed persons at home. Farmers' and crofters' sons, workmen, young men full of life, hope, and strength, but unable possibly, largely on account of these advantages, to pass the necessary examinations for army and civil life, could all find a home and a wage in this truly magnificent country.

DISCUSSION.

Sir H. H. JOHNSTON, G.C.M.G., K.C.B., said that about twenty years ago he was making preparations for his first expedition to British East Africa (Kilimanjaro). He had a very distinguished predecessor, whom he regarded as the real originator of British East Africa, Mr. Joseph Thomson, who died all too young in 1895. His great journey from Mombasa was commenced in 1882 and finished in 1884. Mr. Thomson showed the short cut to the Victoria Nyanza, and was the first European to reach Kavirondo Bay. It was always a regret to him that he had not been able to prevail with those concerned to give Mr. Thomson's name to some place on the lake. His reports sent home to the Royal Geographical Society had attracted the attention of Mr. Gladstone, and there was another British statesman, who was then at the Foreign Office, Lord Edmond Fitzmaurice, who, perhaps more than most of his colleagues, saw the possibilities of a white man's settlement in Equatorial Africa, and who chose to select himself (Sir H. Johnston) as one agency by which this work should be commenced. He quite agreed about the want of facilities that had perhaps delayed British settlement in East Africa. Uganda must to a great extent be left to its indigenous inhabitants, but with possibilities of development no doubt under the instruction of Europeans. It was however emphatically a black man's country. Crossing the Victoria

Nyanza from Uganda, and coming to those magnificent tablelands (the Nandi plateau), you really lighted upon a white man's country under the Equator, a country now almost devoid of native population owing to the ravages of war, slave trade and the like. It was a land nearly approaching the designation of an earthly paradise, a land of perpetual summer, where the heat was so tempered by the elevation of the country that the white man could work out of doors almost all through the day. Whether they could do that at Nairobi he was not able to say; perhaps the latter was really a district where the white man would require the assistance of the black. He should regret deeply if through want of foresight or through muddling on our part this paradise should go astray. Above all, he did not wish to see this beautiful country got hold of by syndicates. It ought as far as possible to be parcelled out among British settlers of the right stamp. Mr. Wason had shown what we did not all realise—that these outlets for the surplus population of the United Kingdom were rapidly diminishing. Australia and New Zealand were almost closed against settlers of moderate means, and Canada was closing up, while here in East Africa there were about 18,000 square miles which without injustice to anyone we could offer for settlement. Though he tried to be liberal minded, he confessed he was disappointed when he heard that this beautiful country, which we had received as our guerdon for constructing the Uganda Railway, was offered to certain subjects of Russia, Roumania, and other countries, undergoing maltreatment. He was aware that the Foreign Office, being at the mercy of the Treasury, experienced certain difficulties in the matter of rapid surveys, but he was happy to think that the Treasury was becoming convinced that something adequate must be done. A great part of the land was at present unmapped and unsurveyed, but he was able to state, having recently been called into consultation, that several fresh surveyors were to be despatched, and he held strongly that money could not be better spent than in producing a thoroughly careful survey, so that plots could be marked out even in London for intending emigrants.

Mr. Herbert Samuel, M.P., said that having recently visited British East Africa he did not think that people realised what a valuable possession that country was. It was admirably suited for a white settlement, and he remembered that Sir Charles Eliot (the Chief Commissioner) had told him that he thought in future British East Africa would become a second New Zealand. We ought above all things to avoid the policy now apparently being pursued by the

African department of the Foreign Office of parcelling out great stretches of country and giving them to companies who afterwards disposed of them as best they could. It was desirable, he thought, to encourage a population of small agricultural working farmers. Settlers were now going out in considerable numbers, comparatively speaking. He saw that in the last number of the *Mombasa Standard* mention was made of the arrival of fifteen farmers in one week, who proceeded up country to take land in the neighbourhood of Nairobi. The tropical country in the neighbourhood of the coast and of the Victoria Nyanza was especially suited for Indian settlers, who were going out in considerable numbers. He agreed with Mr. Wason that a new name for the Protectorate was desirable, but he confessed he did not like the name Victoria Land, which was too similar to that of one of the Australian States. He also thought that Mr. Wason's idea that the Uganda Railway might serve as a new route to India was somewhat fanciful. The cost of the railway was no doubt excessive, but he thought that both from a humanitarian and an economic point of view the railway was one of the works of Empire in Africa of which we might well be proud. He agreed that Uganda itself was a black man's country.

Sir T. Fowell Buxton, Bart., G.C.M.G., whom the Chairman described as one of the real founders of British East Africa, recalled the time when Sir George MacKenzie and himself were ordinary directors of the British East Africa Company, under the presidency of one whose memory would ever be dear, Sir William MacKinnon. There was something much more than ordinary in the case of Sir George Mackenzie, because he went out twice to the coast to act as administrator, and the directors knew how valuable his assistance was. If good traditions had prevailed among the administrators of that coast he thought this was largely due to the impulse received from Sir George Mackenzie. His own interest in the country had been maintained partly by the fact that his brother, Sir E. Buxton, at one time chairman of the London School Board, went out there with his daughter and had experiences which had been described, and at present he was looking forward to the time when a son of his own and his wife would visit the country. In regard to the cultivation of the potato, he would like to know whether there was not likely to be an increasing demand for produce of that kind in South Africa. He hoped the good things said concerning our rule in this part of the globe were going to be more and more justified as the years went on. It was to be observed that the advantages of our presence there were not limited to our own territory, the Germans themselves acknowledging that much of their prosperity in the neighbouring country came through us.

Mr. F. H. Dangar desired to thank Mr. Wason for his very interesting Paper, but as he had never visited East Africa he would not attempt to discuss it. He wished, however, to say a few words in connection with Mr. Wason's statement as to Canada affording the only outlet for the surplus population of the United Kingdom. Canada no doubt offered great inducements to farmers from many points of view: but, as an Australian, he claimed that no better field was to be found for the production of all cereals than that country, and although it was only just recovering from the effects of a severe drought, the pluck and energy of the people were so great that for the season just closed the quantity of wheat available from New South Wales alone for export was about 400,000 tons, while from all the States it was computed to be about 1,000,000 tons. The various Governments were, he understood, resuming large areas of land under the Closer Settlement Act, and as many station holders were selling portions of their estates, and as the rich agricultural areas could now be reached by railway, he claimed that Australia presented as good a field for capital and industry a any other part of the Empire.

Lady Hamilton had extreme pleasure in being present, she said, because Mr. Wason represented Shetland, which was her late husband's birthplace, and which her sons considered to be the paradise of the world, and because one of those sons was a judge in the East Africa Protectorate, which Mr. Wason visited. In a letter which she received only the other day he mentioned that he had met Mr. Wason on the Uganda Railway, whom he had not seen since they met in Shetland in August last. As to the question of land she had freely spoken of Nairobi as a profitable place for European settlers, as she had understood that the Foreign Office was ready to give land for nothing to settlers with some capital; she would like to know how the matter stood. She commended to the notice of the meeting a little book written by a young official, called "Station Studies," which, she said, contained exquisite descriptions of scenery and an amusing account of the life in the neighbourhood. She gave the luncheon menu at Mombasa to Mr. Chamberlain, as follows:—"December, 1902: Mombasa prawns, pilau, cold hump, Nairobi vegetables, plovers, mango jelly, Uganda coffee"—to illustrate the Colony's highly civilised condition.

Mr. D. Theophilus stated that a few days ago he had a letter from a relative at Nairobi who informed him he was going to grow potatoes and send them to Durban and Johannesburg, where, he said, there were very good markets for them. The price of land out there, he believed, was 3*s.* 4*d.* an acre, and his correspondent told him that the land was the finest under the sun, and that he hoped to do well out there.

Major S. Rowland Timson, V.D., understanding that one of the objects of the Paper was to encourage settlement, asked how official information could be had on the subject. He frequently came into contact with young farmers who found agriculture not very profitable, and were anxious to find new openings, and he thought reliable information would be very helpful to them.

In proposing a vote of thanks to Mr. Wason, Sir George S. MacKenzie, the Chairman, pointed out that the statement was not accurate that a person could not travel from London to Mombasa except by a foreign steamer, the fact being that one could go by the P. & O., transhipping at Aden to the British India S. N. Co., both lines being subsidised by our Post Office for the conveyance of mails. He quite agreed that great credit was due to the late Mr. Joseph Thomson for his memorable journey, and he agreed also with Mr. Wason in his kindly reference to Sir William Mackinnon; but undoubtedly the acquisition of the territory was due not so much to Mr. Thomson as to Sir William Mackinnon and the founders of the British East Africa Company. But for their prompt, patriotic, and at a critical time their self-sacrificing action, the important naval harbour of Mombasa would to-day be a German port, and Uganda and the head-waters of the Nile would probably be under a foreign flag. Had this been so when the French were at Fashoda, the settlement of the Egyptian question might have been very different. The holding of the territory practically placed in our hands the key of the back-door of Egypt. As regarded the Uganda Railway, he agreed with Mr. Samuel that this was not an alternative route to India. It would be much easier to send troops from London by the Cape. He observed that Mr. Wason suggested that the territory, instead of being called the East Africa Protectorate, certainly a cumbersome mouthful, should be changed to 'Victoria Land.' That did not appeal to him. When the Imperial British East Africa Company assumed the administration, the territory came to be termed "I.B.E.A.," the initial letters of the Company, and that name was adopted in several maps by the Royal Geographical Society. It was a pity the name "Ibea" was not retained, if but as a graceful compliment to the Company that acquired the territory for the nation at the sacrifice of £250,000 of its capital: it was not generous treatment by the Government, who acquired through the Company the very valuable and extensive territory Mr. Wason described. He was unable to endorse what Mr. Wason had said regarding the Foreign Office treatment of the land question, and as to the free and easy way in which he alleged they granted concessions to speculators. His experience had been that the Government were by no means inclined to be too easy in such matters. They had framed a most elaborate Land Ordinance, which governed all land grants or leases. It would be found that the ordinance tied the concessionnaire up closely, and, very properly, lands for "native reserves" were well secured. Speaking from his own experience, he was not inclined to think this was a white man's country, and he was rather surprised to hear what had been said on that point. As in East India, there was great scope for European overseers in the raising of grain crops and the management of coffee, cotton, and other plantations, but the labour itself must be that of the black and not of the white man. For the white man to work side by side with the black was undesirable, and would lead to the loss of prestige, which might at this stage of development have far-reaching and disastrous results. The European must be the governing body. What the country needed was capital, and in his opinion the Foreign Office had hitherto acted wisely and prudently in the matter of land. Capital was the desideratum of the country. One could not help deploring, when we had such vast and rich territory in our Crown Colonies and tropical Protectorates lying idle and undeveloped, that some of the surplus British capital now invested in foreign countries and foreign stocks could not be diverted and utilised for the development of our African possessions. This, he feared, could only be effected by some form of Government guarantee on loans to be raised for approved public and reproductive works, somewhat on the lines adopted by the Indian Government for the construction of its railways. On the question of information concerning the Protectorate he referred inquirers to the Emigrants' Information Office and to an official handbook published at Mombasa.

Replying to the vote of thanks, Mr. WASON said he was glad his suggestion that the name of the East African Protectorate should be changed had been taken up. If the present inappropriate name was altered, he should not care very much what the name was. He had not in any way suggested the Uganda Railway as an alternative route for the conveyance of troops from England to India. He was afraid previous speakers were not fully informed as to the facts relating to land syndicates.

A cordial vote of thanks was given to the Chairman.

NOTICES OF NEW BOOKS RELATING TO THE COLONIES AND INDIA.

(By James R. Boosé, Librarian R.C.I.)

Bradley, A. G.—*Canada in the Twentieth Century.* 8vo. Pp. xii–428. London: Archibald Constable & Co. 1903. (Price 16*s.*)

The facts set forth in this work regarding the present condition of Canada possess the stamp of accuracy based upon a personal knowledge of the subject. Whilst not altogether agreeing with the Author as to the non-existence of a book giving a good general picture of Canadian life in readable form, it cannot be denied that such a work as that under notice will serve a useful purpose in supplying an up-to-date account of life in the older Provinces and the North West of the great Canadian Dominion. The title "Canada in the Twentieth Century," is somewhat misleading, as the Author has omitted the Maritime Provinces from his otherwise excellent account of the country. His explanation of this omission is that those Provinces have unquestionably their special characteristics, but these are only recognisable among Canadians, and for the English reader are wholly beside the mark. It cannot be said that this is a satisfactory explanation, more especially as he goes on to say that "the Maritime Provinces are replete with interest historic, social, and agricultural, while in sport and scenery they have infinite attractions to the traveller." Turning, however, to the work as it stands, one cannot but be impressed by the large amount of useful information regarding the development and settlement of the country dealt with, which is well selected and useful to those who may contemplate seeking a home in what are known as the Older Provinces and the North-West. Although Mr. Bradley has become known more as a writer of historical works than anything else, he has in this account of Canada of to-day clearly shown that his abilities are not confined to that branch of literature. Starting from Quebec, the reader is taken westward through the chief towns on the route of the Canadian Pacific Railway and across the prairie through Manitoba to British Columbia. Many questions affecting the past and present conditions of life are dealt with, and intermingled with current events are many references to historical facts and details. Some useful information regarding emigration and settlement in Canada is supplied, it being the opinion of the Author that with regard to Colonial training for the youth who desires to settle in the country, he should get his training in the country he is destined to do business in, and begin it while he is still adaptable, comparatively innocent, and unexacting in his needs. In referring to the influx of American settlers in the North-West, Mr. Bradley states that for the practical needs of the country, never in its short history have there been such valuable settlers, who possess the industrial and economic virtue of the Ontario farmer combined with a knowledge of prairie farming and the possession of capital. The subjects dealt with by the Author are numerous and of a varied kind, and are treated in a manner which at once appeals to the general reader. At the same time, the information will be of great service to those who may desire certain hints as to settlement in the vast North-Western Territory as well as in the more settled portions of Eastern Canada. A large number of photographic illustrations add to the value of the book, which is well worth careful study.

Mercer, W. H. (C.M.G.), and Collins, A. E.—*The Colonial Office List for* 1904. 8vo. Pp. xxviii–584. London: Waterlow & Sons. (Price 10*s.* 6*d.*)

The "Colonial Red Book" for 1904 has been issued with commendable promptitude and appears to have been carefully revised and the general information extended and brought well up to date. In a work covering so wide a range it would not be surprising to find slight errors, but so well have the editors carried out their work that these are, generally speaking, conspicuous by their absence. The historical and statistical information has been obtained from the most reliable sources, and the rules and regulations, the information as to Colonial appointments, and the list of Parliamentary Papers on Colonial affairs, prepared and revised by Mr. Chewton Atchley, Librarian of the Colonial Office, are useful additions to the work. The series of maps has been much improved, but there is still room for improvement in a few instances, more especially as regards that of Jamaica, which is comparatively useless; whilst the map of St. Kitts-Nevis, which bears the imprint "Leeward Islands Colony," should be replaced by one of the whole of the Islands of that group, together with a map of the Windward Islands.

Hubly, Russell C.—"*G*" *Company, or Everyday Life of the R.C.R.; being a Descriptive Account of Typical Events in the Life of the First Canadian Contingent in South Africa.* 12mo. Pp. viii–111. Montreal: "The Witness" Printing Office. Sussex, New Brunswick: Rev. A. M. Hubly. 1902. (Price 2*s.*)

Books relating to the war in South Africa have appeared in all parts of the Empire, and from Canada especially have several well-written accounts of the work performed by the contingents from that part of the Empire been received. That under notice sets forth the work performed by one company of the Royal Canadian Rifles, raised in New Brunswick, which took a prominent part in the events connected with what may be termed the first act of the war. The Author, prior to proceeding to the front, was Principal of the Hampton Superior School in New Brunswick, which position he relinquished to fight the battles of the Empire in a distant land. Unfortunately, although he returned to his native land, he did not live to see the successful issue of the war in which he took a by no means insignificant part. He gives an excellent account of the various actions in which the Canadian Contingent was engaged, and, more especially, a graphic description of the battle of Paardeberg, where "the blood of Canadians first baptized a foreign field in consecrated heroism in support of the old flag." Throughout his work, Mr. Hubly clearly shows that he possessed a love for the Mother Country of a thoroughly patriotic kind, and was a thorough believer in the extension of British rule as the preserver of the peace of the world. His little work is well worth reading.

Poems of Henry Clarence Kendall, with Memoir by Frederick C. Kendall. 12mo. Pp. xiv–380. London: Longmans, Green & Co. 1903. (Price 6*s.*)

The name of Henry Kendall will, irrespective of his poetical abilities, ever be identified with the attempt to establish a higher Australian literature, and his work in this direction was deserving of all praise. His poems, which have gained a world-wide recognition, have already appeared in various forms, but the volume under notice will be doubly welcome, as it contains a collection of Kendall's best-known verses, together with a Memoir by his son, in which is embodied a brief sketch of the life of the talented writer. The book is divided into four parts, consisting of "Leaves from Australian Forests," "Songs from the Mountains," "Early Poems," and a miscellaneous collection of other poems, and should prove attractive to all lovers of Australian verse who desire to become acquainted with the work of Kendall, who, perhaps more than any other Australian writer, possessed those qualities that displayed the poet's actual communings with nature, which are the inspiration and essence of his song.

The Australian Handbook (Incorporating New Zealand, Fiji, and New Guinea). Royal 8vo. Pp. 672+207. London: Gordon & Gotch. 1901. (Price 10*s.* 6*d.*)

The compilers of this indispensable work of reference are to be congratulated upon the completeness of their thirty-fifth annual issue. It is replete with information of a useful kind, which is set forth in a clear and concise manner, and embraces such subjects as the natural productions, the commerce, banking, and the civil and political life of the great Southern Dependencies of the Crown. A list of the import duties payable under the Australian Commonwealth, together with the preferential tariff of New Zealand, is interesting at the present time, and the information as to patents, trade marks, and copyright laws is of considerable service. There is a list of the newspapers published in Australasia, and the time-tables of the various steamship companies connecting England and the countries of Europe with Australasia. The shippers and importers' list contains the names of the chief firms of importers into Australasia under the various trade headings, whilst the gazetteer of the Australian States and New Zealand supplies particulars of the towns and their situation, population, means of communication, hotels, churches, manufactures, &c. The work contains a number of maps of the various States and New Zealand, as well as plans of the principal cities and their environs.

Cane, Colonel Claude.—*Summer and Fall in Western Alaska: the Record of a Trip to Cook's Inlet after Big Game.* 8vo. Pp. viii–191. London: Horace Cox. 1903. (Price 10*s.* 6*d.*)

In this work Colonel Cane treats of a little-known part of the world, and narrates his experiences after big game in Western Alaska, in a manner that is both interesting and attractive, more especially to those who are fond of sport and sporting stories. Colonel Cane spent some five months of the year 1902 in Western Alaska, which he describes as one of the finest natural hunting grounds in the world, and one, moreover, which is not yet, like so many other places, shot out. Previous to describing his hunting experiences, the Author gives a graphic description of the route to the hunting grounds and the inconveniences the traveller is called upon to endure during the short steamboat journey from Seattle, which town has made enormous strides during the last few years, to Cook's Inlet. From there the Author commenced his journey in the hunting country, and sets forth his experiences with Moose, White Sheep and Bears, which are the three varieties most attractive to big-game shooters in the country. He gives a good account of the various districts in which the game is found, and supplies many useful hints to those who may contemplate following in his footsteps as to outfit, camp stores, the choice of weapons, &c. The book is admirably suited for its purpose, as it brings before those who love wandering far afield with rod and rifle, the advantages offered by Western Alaska as a field for the sportsman. It contains numerous illustrations of the scenery of the country.

Drayton, Edward (C.M.G.).—*The Grenada Handbook, Directory, and Almanac for the year* 1904. 12mo. Pp. viii–183. London: Sampson Low, Marston & Co.

The current issue of this handbook is replete with information concerning the Island of Grenada, which is the most southerly of the British

West Indian Colonies, and possesses most charming tropical scenery combined with a mild and healthy climate. The work is compiled and edited by Mr. Edward Drayton, the Colonial Secretary, who has supplied a large amount of useful information, which will prove of service, not only to the residents of Grenada, but to the increasing number of tourists who visit the Island during the English winter. The numerous attractions of the Colony, including the Grand Etang, a lake situated 1,800 feet above sea level near the centre of the Island, are referred to, together with the natural resources and productions, of which the staple product is cocoa, backed by a valuable auxiliary in the shape of spices. The information has been carefully selected for all enquirers, and lists are given of the birds and animals of Grenada and of the various fishes which swarm in her seas, as well as a list of some of the principal trees and shrubs. The work is a useful one, and should assist in drawing attention to the numerous attractions which the West Indies offer to those in search of health and sunshine.

McLeod, Robert R.—*Markland, or Nova Scotia, its History, Natural Resources, and Native Beauties.* 4to. Pp. 603. Berwick, Nova Scotia: The Markland Publishing Co. 1903.

For the first time in the history of Nova Scotia, the term "Markland," as referring to that Province of Canada, is used in connection with the title of this work, it having been suggested to the Author by the action of the Norse explorers, led by Captain Leif Erikson, who, having touched at a land with "wooded shores and sandy beaches," called it "Markland." Whether such a change in the designation of a well-known portion of the Empire is advisable is open to considerable doubt. Mr. McLeod, however, is of opinion that it is a restful variation from Acadia, the name originally given to Nova Scotia, which also possesses a doubtful meaning. In compiling this history and description of the country, Mr. McLeod has supplied a long felt want, and is to be congratulated on the comprehensive character of the work, which appeals equally to men of business, tourists, sportsmen, and scientific students. After referring to the history of Nova Scotia, together with an account of its various divisions, the Author deals successively with questions affecting the land, the mining industries, timber and fruit growing, and agricultural resources, all of which are phenomenal in variety for one small province, to which must also be added the sea fisheries, which are of enormous wealth and importance. As regards sport, both hunting and fishing abound. The area of the Province is 20,000 square miles, about two-thirds being covered with barren ground growth, which, although not adapted to agricultural purposes, is valuable for its forest products. Over this region roam moose, caribou, &c., the former being quite common all over the Province, but the latter are now rare, being found only in the districts most remote from settlement. Much useful information is available for the sportsman who intends visiting this part of the Empire, which is so close to England, and easily reached. Numerous other questions are dealt with which affect the everyday life of the Province, the details being arranged in desirable and convenient groups, while the pictorial illustrations, which are both numerous and excellent, fall into their natural places. The omission of an index is the only fault to be found with this useful work.

Thomas, Henry Sullivan (F.L.S.).—*Britain's Wealth in Greater Britain.* 12mo. Pp. 76. London: Henry J. Drane. 1903. (Price 1*s*.)

Pulsford, Edward.—*Commerce and the Empire.* 8vo. Pp. viii–168. London: Cassell & Co. 1903.

These two works set before the reader the various aspects of the fiscal question from the Colonial point of view, and are both deserving of careful study by those who desire to gain a general knowledge of the subject from the Colonial standpoint. Mr. Thomas treats the question from the point of view of a mutually advantageous give-and-take preference to and from our own, as against the rest of the world, whilst Mr. Pulsford, who is a Senator in the Commonwealth Parliament, is a staunch free-trader, and thinks the time has arrived when free-traders in all the self-governing Colonies should make an effort to bring their respective parts of the Empire into line with British fiscal policy. This is not the place to discuss either side of the question, all that is necessary being to draw attention to various works dealing with it, in order that the student may have the opportunity of knowing what books to consult.

Talks of Napoleon at St. Helena with General Baron Gourgaud, together with the Journal kept by Gourgaud on their Journey from Waterloo to St. Helena. Translated, and with Notes by Elizabeth Warmeley Latimer. 8vo. Pp. xxi–292. Chicago: A. C. McClurg & Co. 1903. (Price 6*s*.)

The journal of General Gourgaud is of the greatest interest to all students of the life of Napoleon, and may be taken to be a truthful statement of facts related by the Emperor whilst a captive in St. Helena regarding the chief events of his eventful career. As Lord Rosebery stated in his work entitled "Napoleon: the Last Phase," "the one capital and supreme record of life at St. Helena is the private journal of Gourgaud, written in the main at least for his own eye and conscience alone, without flattery or even prejudice, almost brutal in its raw realism." The value of Gourgaud's journal, however, does not lie in the portrayal of himself, but of his master, and from this point of view the reader obtains a large amount of information which does not appear in other works dealing with the same subject. The journal, which consists of twelve hundred pages, was not published until six years ago, and in this translation, which has been well done by Mrs. Latimer, we get copious extracts from the two volumes of the journal, setting forth almost all that Napoleon said to Gourgaud in familiar chats about his past life and his speculations as to the future. Mrs. Latimer has omitted most of Napoleon's vituperations of Sir Hudson Lowe, as well as his complaints against the British Government. The work is of value inasmuch as we obtain a new and original view of Napoleon's character and the fanciful notes of Napoleon's conversation in its naked strength.

Who's Who, 1904. 12mo. Pp. 1,700. London: A. & C. Black. (Price 7*s.* 6*d.*)

Who's Who Year Book for 1904. 12mo. Pp. ix–112. London: A. & C. Black. (Price 1*s.*)

The present issue of "Who's Who" has been considerably enlarged owing to the inclusion of several fresh biographies. The volume, however, now consists entirely of biographical information, the tables which originally formed the first part of the work having been deleted, and issued as a separate book bearing the title "Who's Who Year Book.' The details supplied are indispensable to those desiring information regarding the lives of prominent individuals of the public, scientific, fashionable and commercial world, not only of Great Britain but also of all parts of the British Empire. It is naturally impossible to make such a work complete, but a glance through the closely-printed pages of the current issue clearly shows that the editor and publisher have performed their work in a most painstaking and efficient manner.

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Government of the Leeward Islands.—Blue Book, 1902-3.

Government of Natal.—Votes and Proceedings of the Legislative Assembly, 1903; Sessional Papers, 1903.

Government of the Straits Settlements.—Annual Departmental Reports for 1902; Annual Report of the Resident-General, Federated Malay States, for 1902; Administration Reports of Selangor, Perak, Pahang and Negri Sembilan for 1902.

Government of Tasmania.—Early Tasmania; Papers read before the Royal Society of Tasmania during the years 1888 to 1899, by J. B. Walker, 1902.

Government of the Transvaal.—Majority Report of the Transvaal Labour Commission, 1903; Votes and Proceedings of the Legislative Council, 1903; Reports of Select Committees, 1903; Ordinances, 1903; Handbook of the Municipal Laws of the Transvaal, 1903; Royal Proclamations, Commissions, Letters Patent and Orders in Council relating to the Transvaal, compiled by E. M. O. Clough and E. L. Matthews, 1903; Transvaal Laws dealing with Mines, Works, and Machinery and Mining, Certificates, 1903.

The Administrator, St. Lucia.—Ordinances, 1903.

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Twelvetrees, 1903. Report on Findon's Copper Sections, Mount Darwin, by G. A. Waller, 1903.

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Toronto Lithographing Co., Canada.—Calender re the Great West in the seventeenth century.

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Native Australian Traditions, by R. H. Major.

Memorials of John Legge, Minister of the Congregational Church, Brighton, Victoria, with Memoir by James Legge, 1880.

'Neath Southern Skies, by John Wood, 1882.

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Campaign on the West Coast of New Zealand under the command of Major-General Chute, 1866.

Types of Canadian Women, edited by Dr. Henry James Morgan, vol. i., 1903.

Story of the Upper Canadian Rebellion, by J. C. Dent, 2 vols., 1885.

Emigrant Churchman in Canada, 2 vols., 1849.

Journal of a Tour through British North America to the Falls of Niagara, by T. Fowler, 1832.

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Letter to an Honourable Brigadier-General, Commander-in-Chief of His Majesty's Forces in Canada, London, 1760: now first ascribed to Junius, 1841.

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History of Toronto and County of York, Ontario, 2 vols., 1885.

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Manual of the Constitution of Canada, by J. Gooch, 1867.

Life and Times of Joseph Gould, by W. H. Higgins, 1887.

Memoir of the Rt. Rev. John Strachan, first Bishop of Toronto, by Dr. A. N. Bethune, 1870.

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Biography of Hon. W. H. Merritt, by J. P. Merritt, 1875.

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Letters from the Nile, by J. W. Clayton, 1854.

Egypt from the Earliest Times to B.C. 300, by Dr. S. Birch, 1890.

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Hindustani-English Law and Commercial Dictionary, by Dr. S. W. Fallon, 1879.

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ARRANGEMENTS FOR THE SESSION.

1904.	
April 12.	Ordinary Meeting at the Whitehall Rooms, Hôtel Métropole, at 8 P.M. "The Development of West Africa by Railways" (with lantern illustrations). Frederic Shelford, B.Sc. (Lond.), M.Inst.C.E. His Grace the Duke of Marlborough, K.G., will preside.
April 29.	Annual Dinner at the Whitehall Rooms, at 7.30 P.M. The Right Hon. the Secretary of State for the Colonies will preside.
May 10.	Ordinary Meeting at the Whitehall Rooms, at 8 P.M. "West African Negroland." Lady Lugard.
May 31.	Afternoon Meeting at the Whitehall Rooms, at 4.30 P.M. "Women and the Empire." Mrs. Archibald R. Colquhoun.
June 7.	Ordinary Meeting at the Whitehall Rooms, at 8 P.M.

Occasional Meetings will also be held in the Library of the Institute at 4.30 P.M., when Papers occupying about half an hour will be read; and, in order to avert undue expense, the reports published in the "Journal" and "Proceedings" will not exceed three pages. A notice of the date and subject of each Afternoon Meeting will be exhibited in the Hall of the Institute, and inserted in the "Journal" whenever practicable; but separate post-cards will not be printed, as in the case of Evening Meetings.

APPOINTMENT OF HONORARY CORRESPONDING SECRETARY.

The Hon. James H. Young, M.E.C., has been appointed Honorary Corresponding Secretary at Nassau, Bahamas, in succession to Mr. Darent H. McDonald, who has retired from that position.

INSTITUTE JOURNALS REQUIRED.

Should any Fellows have spare copies of the Institute Journal for December, 1903, they will greatly oblige by forwarding them to the Secretary.

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The Institute is open to Fellows from 10 A.M. to 8 P.M. on week-days, with the exception of the usual public holidays. *During August and September it will close at* 6 P.M., as the majority of Members are then out of town, and the annual cleaning and repairs are most conveniently done during those months.

PHOTOGRAPHS OF COLONIAL TOWNS, SCENERY, &c.

As it is desired to form a collection of photographs of the chief towns and scenery of the various Colonies for reference purposes, donations are invited from Fellows and others.

TELEGRAPHIC ADDRESS.

In reply to inquiries, Fellows are informed that the words "Recital, London" have been registered as the abbreviated address of the Royal Colonial Institute in the United Kingdom and over the whole of the Eastern Telegraph and Eastern Extension Telegraph Companies' lines. Telegrams for any individual Fellow should be addressed to such Fellow by name, "c/o Recital, London."

COLONIAL NEWSPAPERS AT THE BRITISH MUSEUM.

Any Fellow of the Royal Colonial Institute who wishes to consult the back files of Colonial Newspapers which are regularly presented by the Institute to the British Museum should apply in the first instance at the office of the Principal Librarian of the Museum, where he may obtain an order for the Newspaper Room on presentation of his card. Should he require a ticket for any length of time, he can obtain, at the Principal Librarian's office, a more permanent form of admission on producing a letter of recommendation from the Secretary of this Institute.

Reprint from "The Standard," *February* 22 *and* 25, 1904.

THE VITALITY OF SEEDS.

To the Editor of The Standard.

Sir,—With reference to the recent correspondence which has been appearing in *The Standard* on "The Vitality of Seeds," I feel sure the following will be of interest to your readers. During last year a collection of vegetable and flower seeds, specially packed in a sealed tin box, came into my possession at Dawson, Yukon Territory. The box and its contents, which had been given to a missionary in 1895, had been left unopened by him on leaving the Klondike in 1900, and for years these Seeds lay amongst a lot of rubbish subjected to a Winter temperature ranging as low as 68 deg. Fahrenheit below zero, followed by as much as 90 deg. Fahrenheit each Summer.

Planted by me in 1903, these seeds grew perfectly well, a circumstance which not only throws light on the vitality controversy, but testifies to the fact, not generally, I believe, realised by people in this country, that Dawson, situated as it is in a portion of Canada almost within the Arctic Circle, is yet not entirely a barren waste from a horticultural point of view.

I am, Sir, your obedient Servant,
C. C. CHATAWAY.
Cambridge, February 19.

To the Editor of The Standard.

Sir,—Will you allow me to supplement Mr. Chataway's letter appearing in *The Standard* of yesterday's date? It seems important that it should be understood that the seeds he mentions as having lain exposed from 1895 to 1903 to temperatures ranging between 68 deg. Farenheit below zero each Winter to 90 deg. Fahrenheit each Summer, and which he found to germinate freely last year on opening the tin box containing them, only endured those vicissitudes in consequence of special treatment.

Some five-and-twenty years since I read a Report, written early in the Nineteenth Century, from an Indian Government official, calling attention to the fact that he had had seeds raised by his gardener in his English country home for his use in India; that while some of these seeds had proved excellent, others were absolutely worthless. On enquiry he found that in one case the pods containing the seeds had been hung up in the chimney corner of the kitchen of the English mansion for some time and the seeds placed while warm in bottles and sealed. The seeds that had failed, although dried in a similar way, had not been bottled for a considerable time afterwards. This hint was sufficient to start me on a long series of experiments, having for their object the safe elimination of the excess of moisture which all seeds contain as harvested in the English climate, however dry they appear when handled. This moisture has been a cause of very great trouble when English seeds, packed in hermetically sealed boxes, passed through the tropics, where the heat in the ship's hold caused the seeds to sweat and become mouldy.

Naturally, I found there was a very great diversity in the amount of such moisture contained in the different varieties of seeds, and that, while some seeds could safely lose an amount of moisture equal to ten per cent. of their weight, others could not part with more than five per cent. without injury; consequently, the degree of dry heat to which seeds could be safely exposed, and the proper duration of such exposure before packing, varied very much, while some seeds required much more gradual desiccation than others. But before the experiments were completed, knowledge on these details was acquired, with the result that there seems hardly any limit to the period during which the germination of seeds may be conserved if they are properly prepared by drying in a suitable high temperature and hermetically sealed in that temperature.

For many years past, seeds thus packed by my firm have been successfully used in all climates, and the box Mr. Chataway mentions was one of those which every agent of the Church Missionary Society, the London Missionary Society, and the Baptist Missionary Society receives annually, containing seeds for his personal use in Mission gardens from the Tropics to the Arctic Circle.

I am, Sir, your obedient servant,
MARTIN J. SUTTON.
Reading, February 23.

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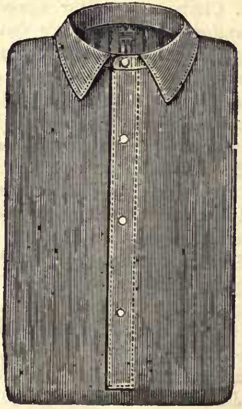

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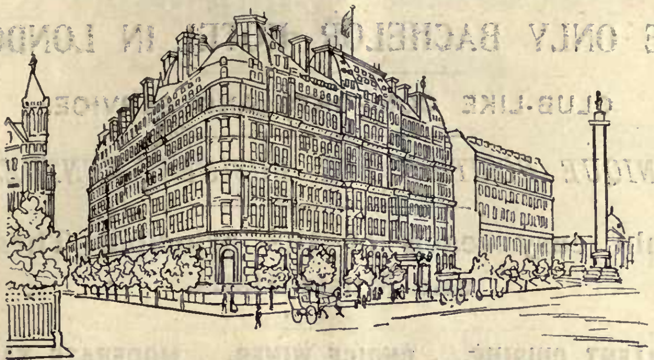

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